

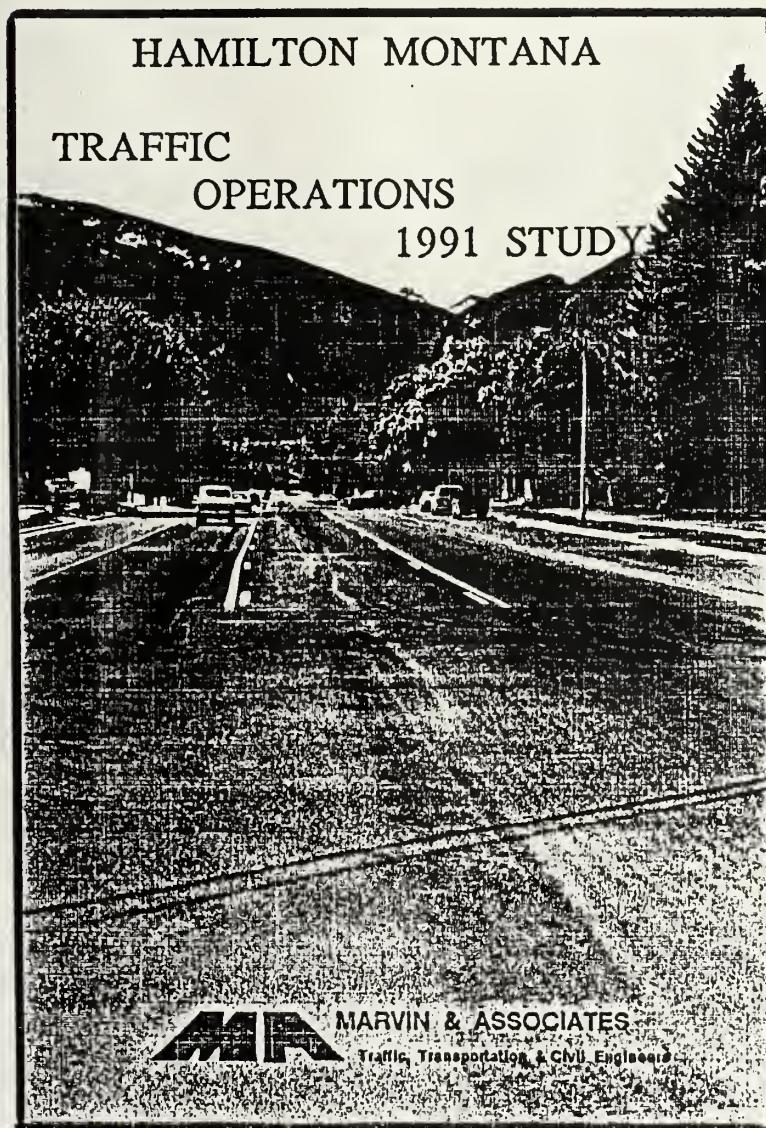
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388.4 traffic operations
M26htos study
1991
C.2

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APPENDIX

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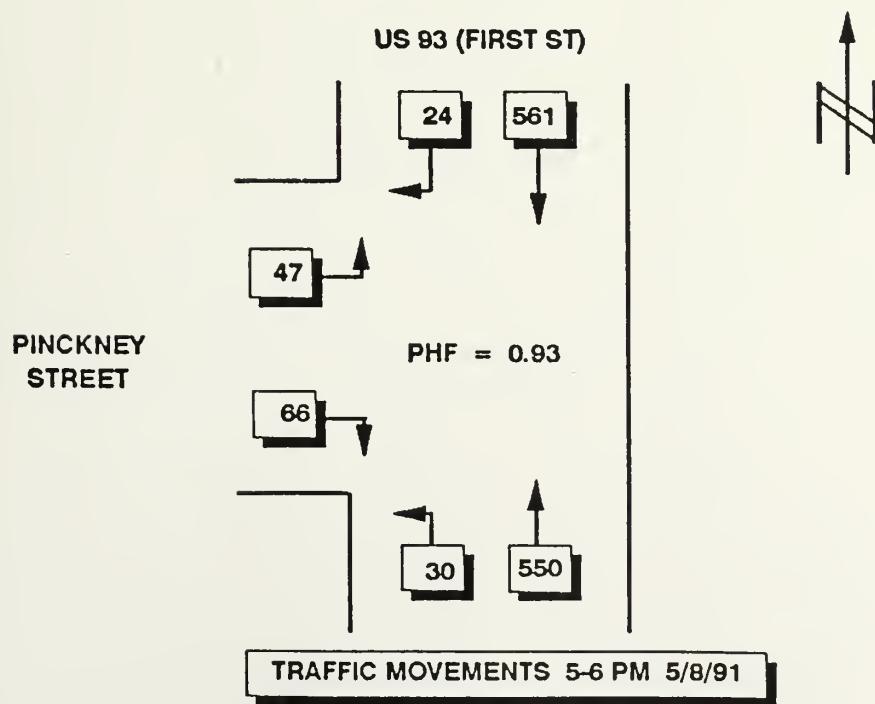
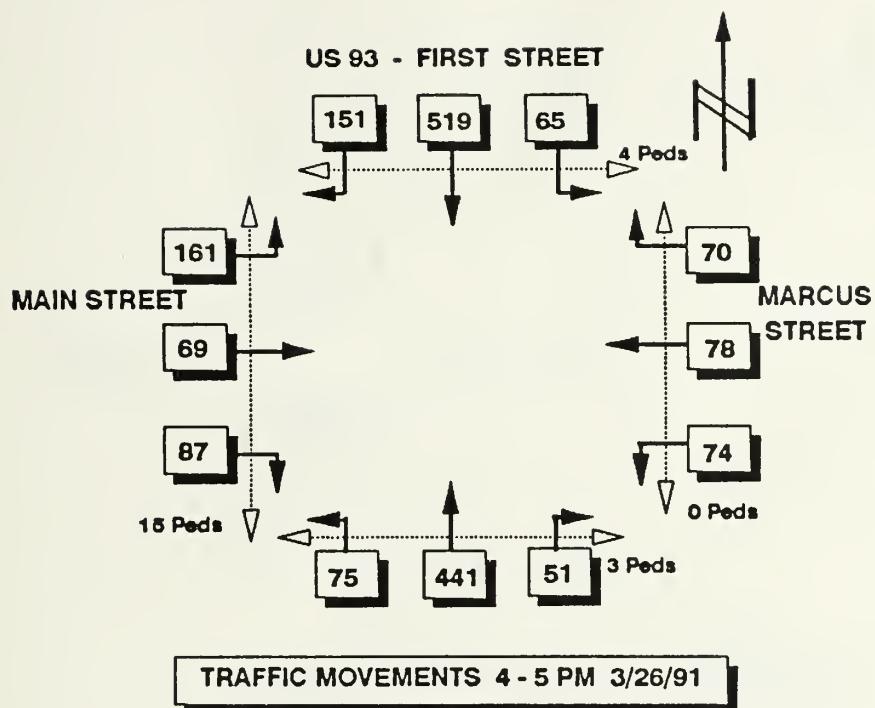
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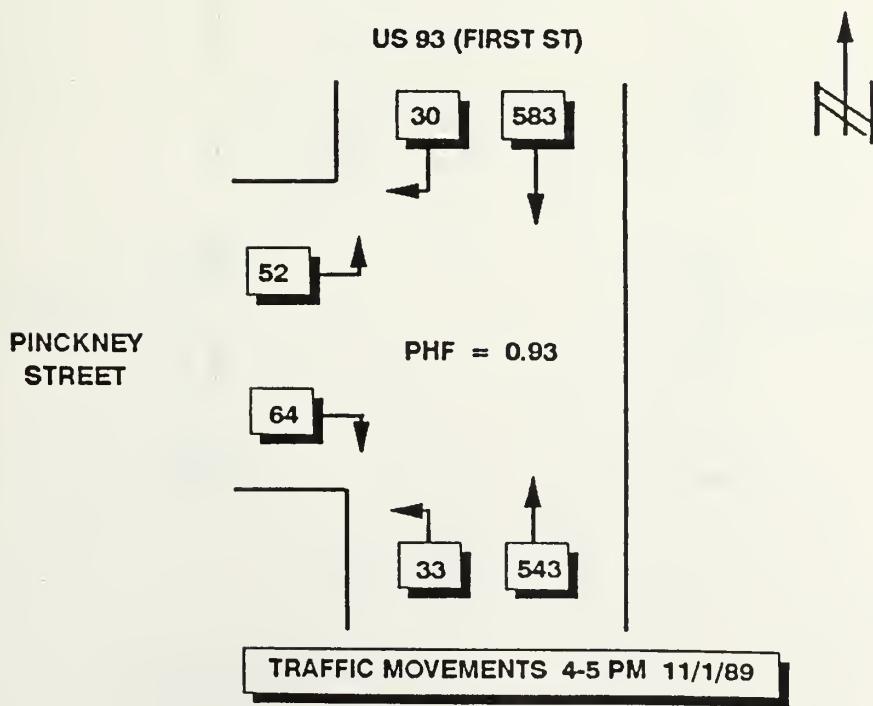
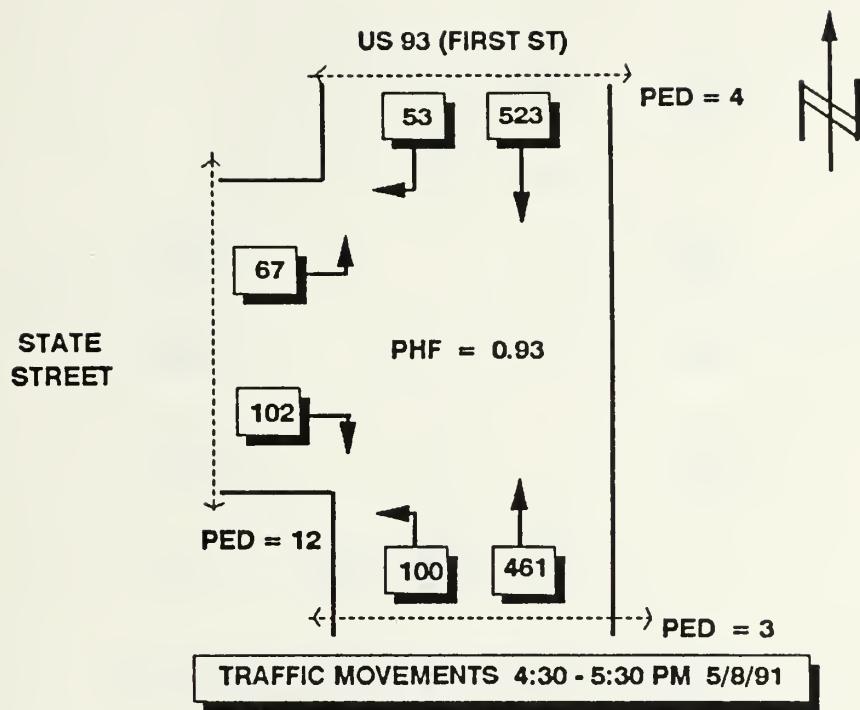
TURNING MOVEMENT VOLUMES
@ INTERSECTIONS

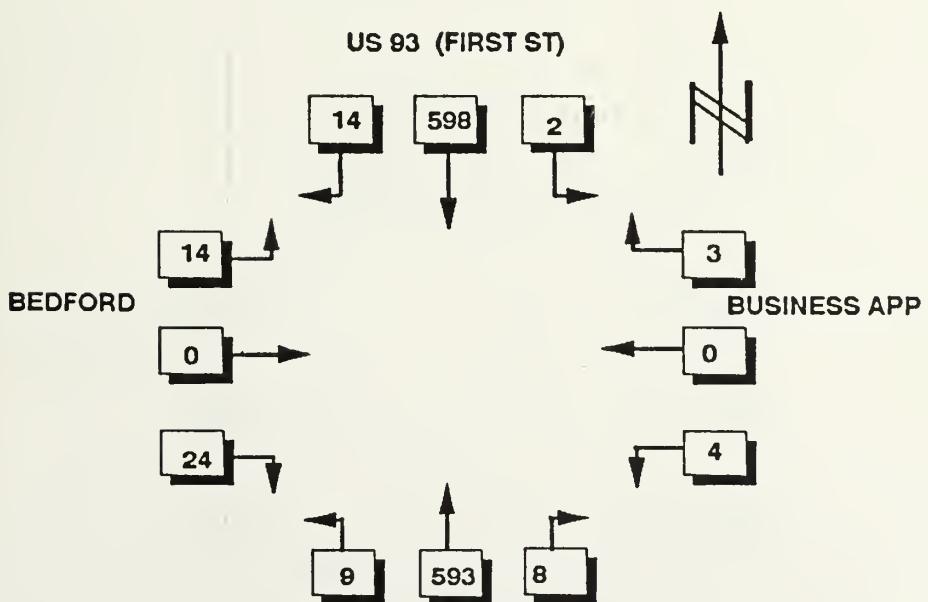
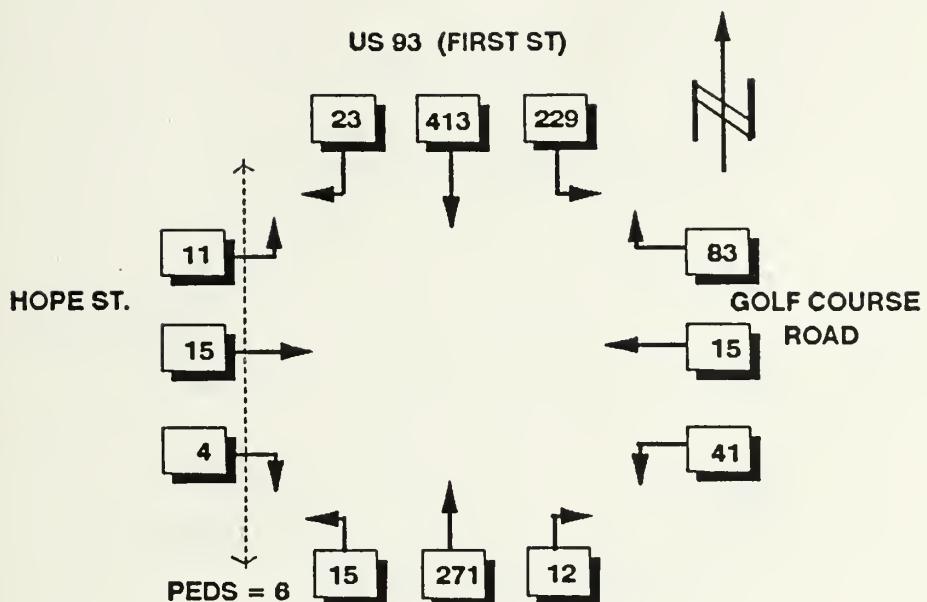


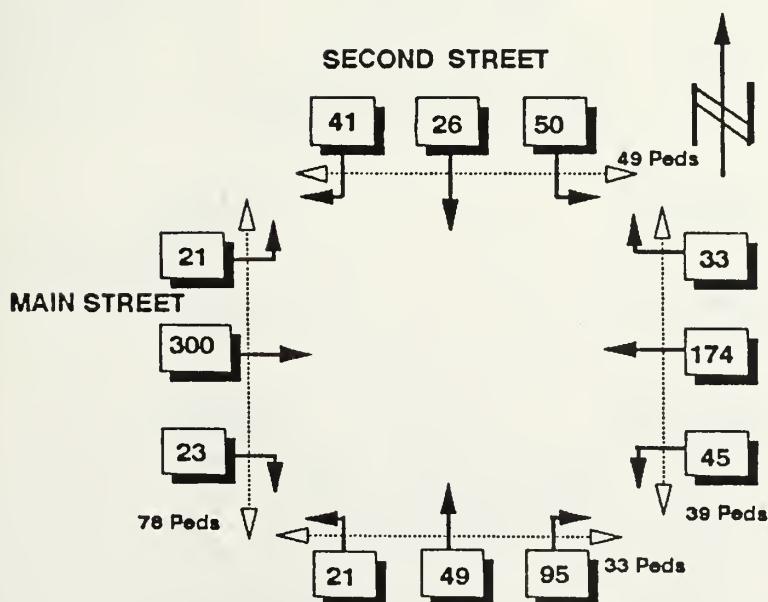
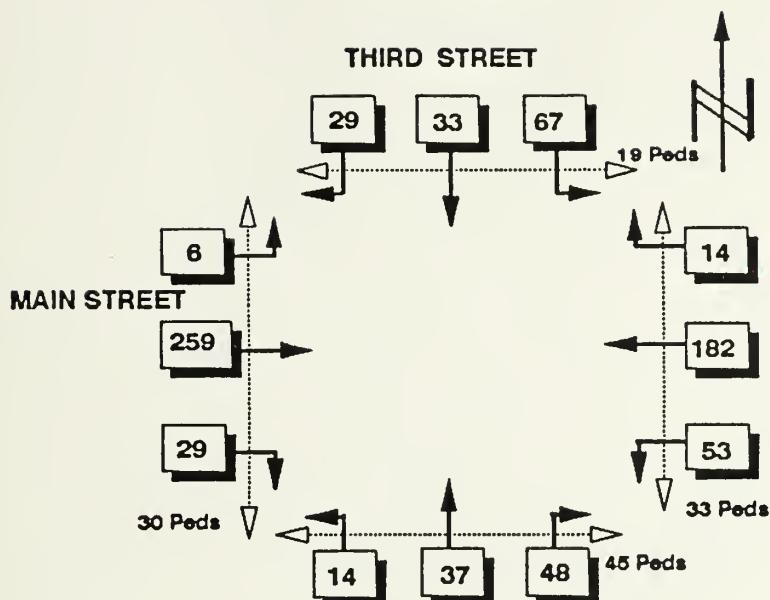
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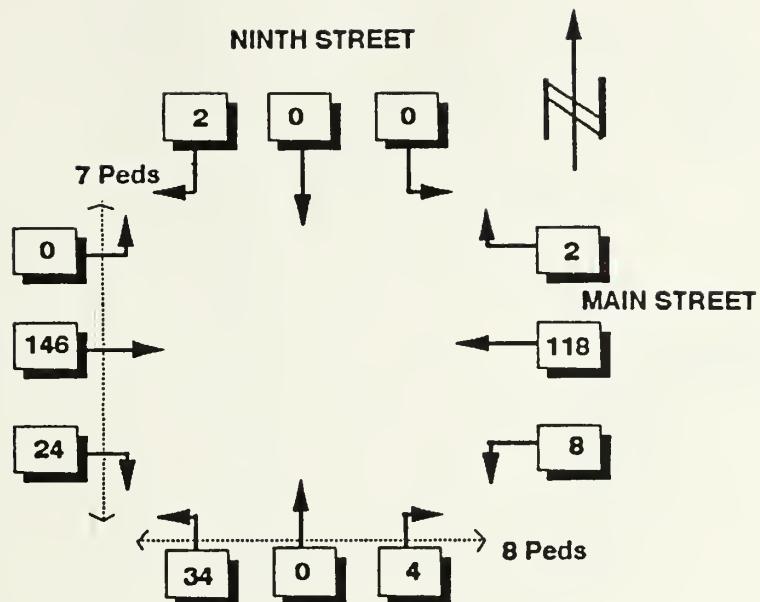
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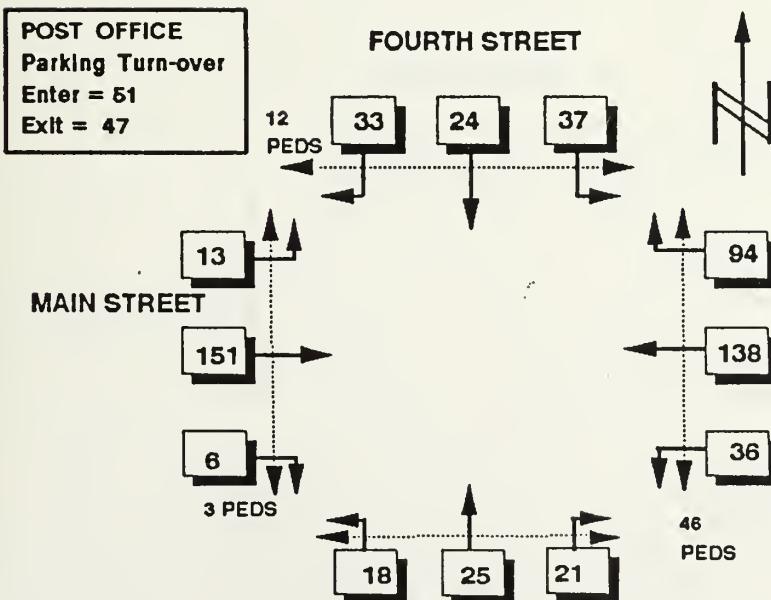




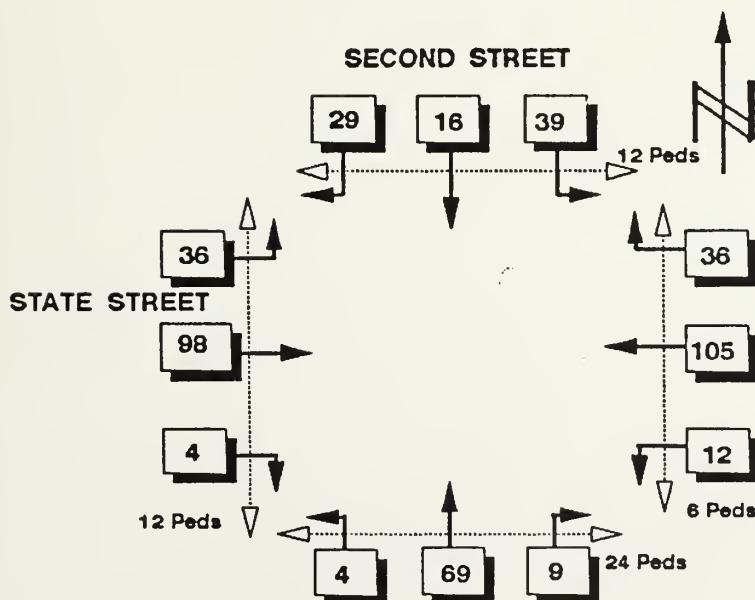
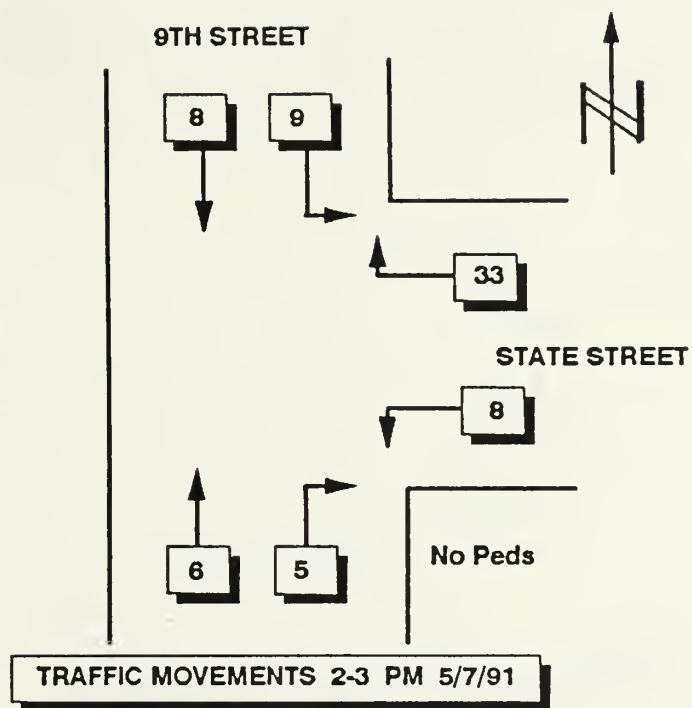


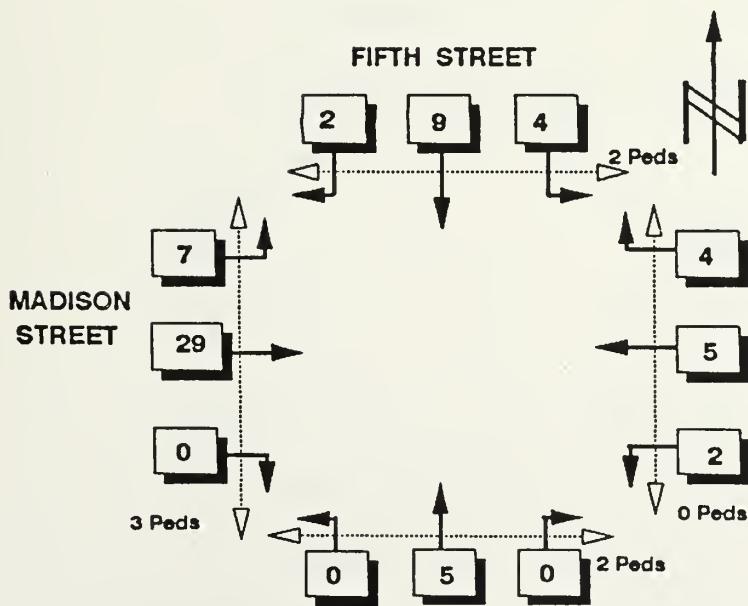
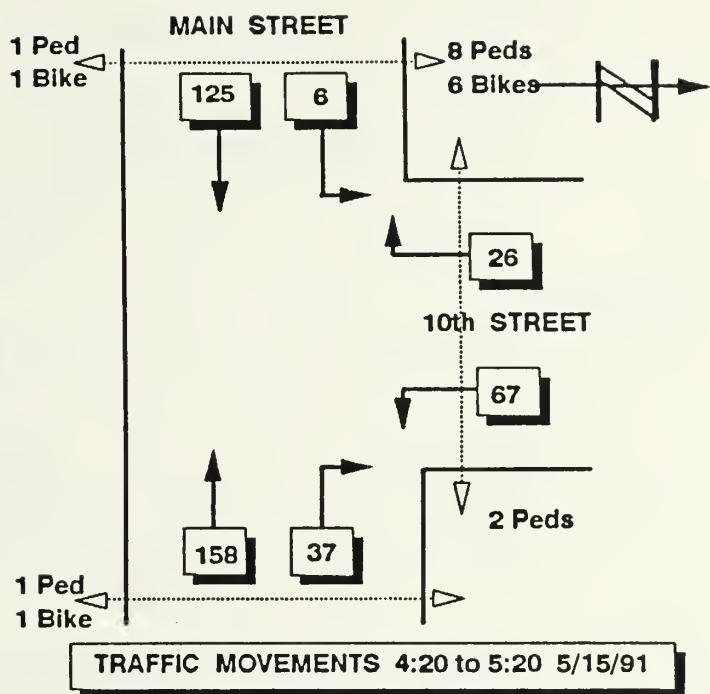


TRAFFIC MOVEMENTS 3 - 4 PM 5/7/91



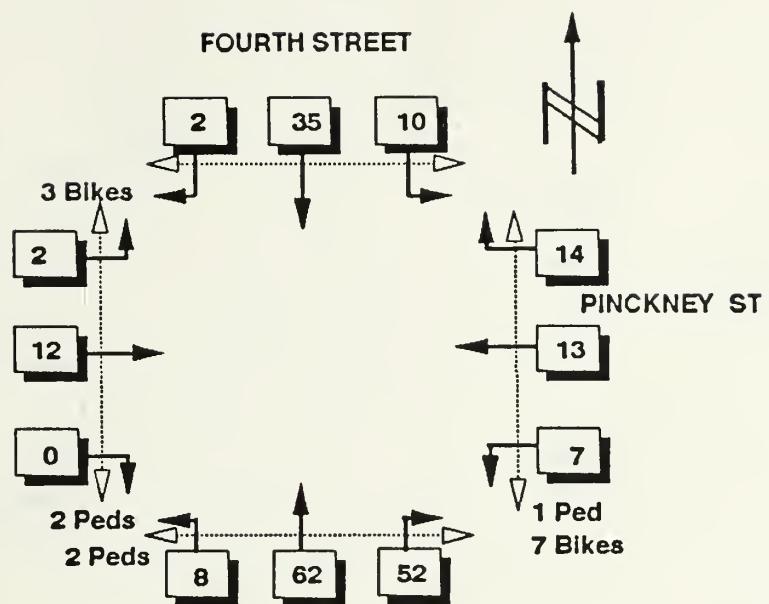
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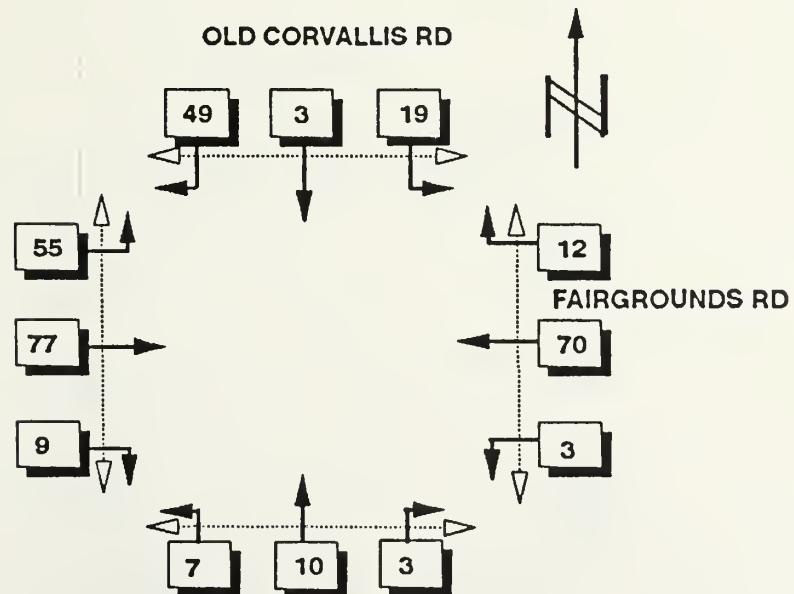


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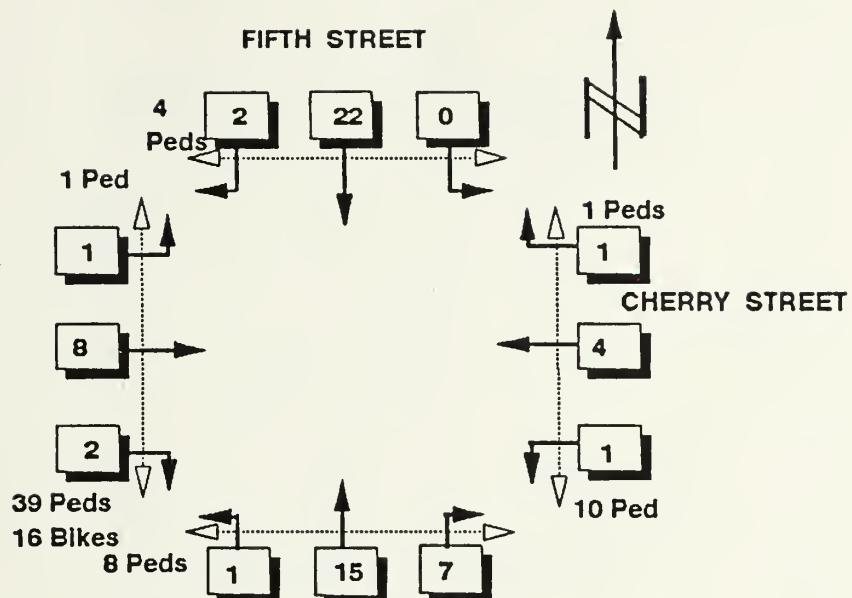
MDOH Count



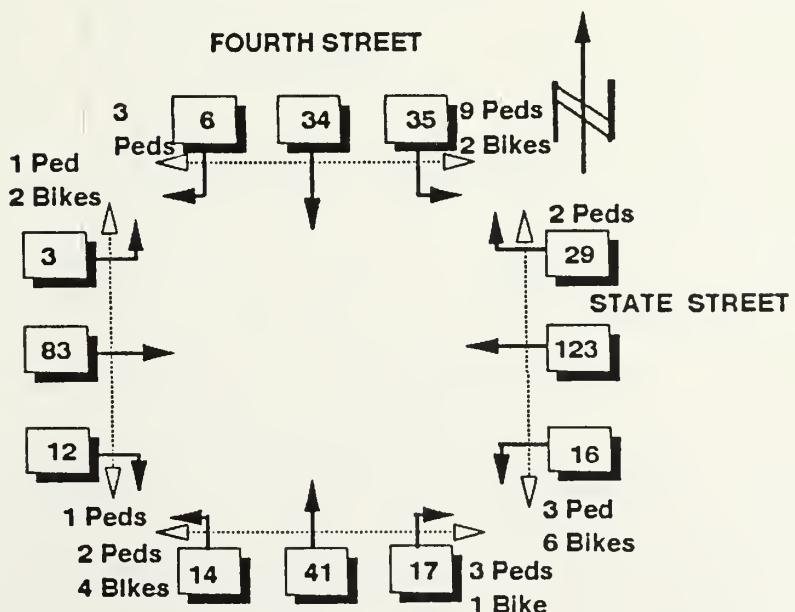
TRAFFIC MOVEMENTS 4:20 - 5:20 PM 5/16/91



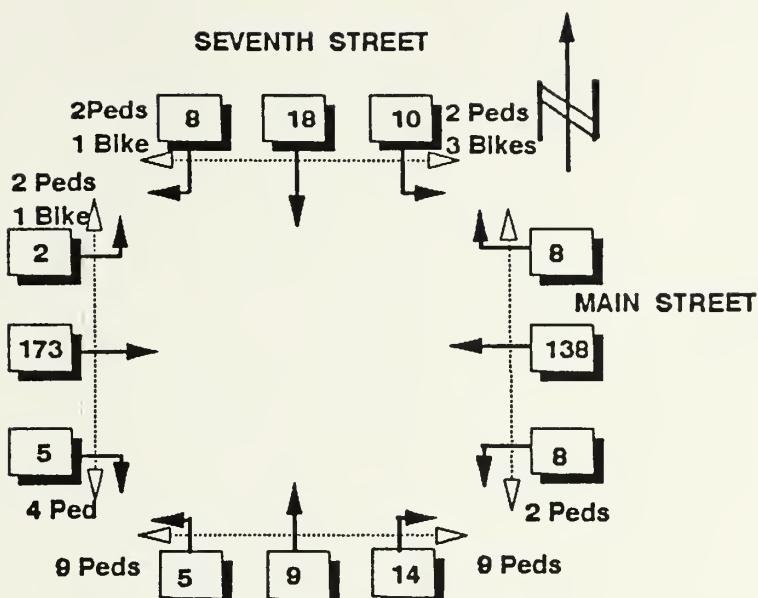
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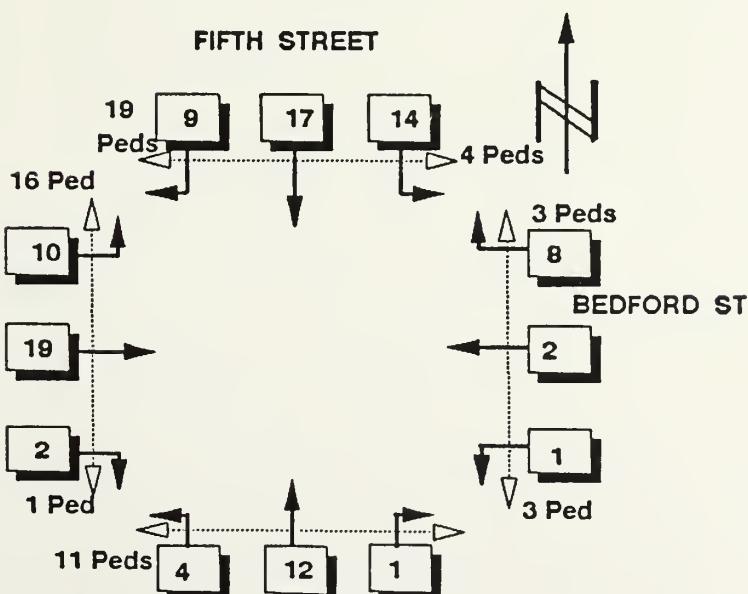
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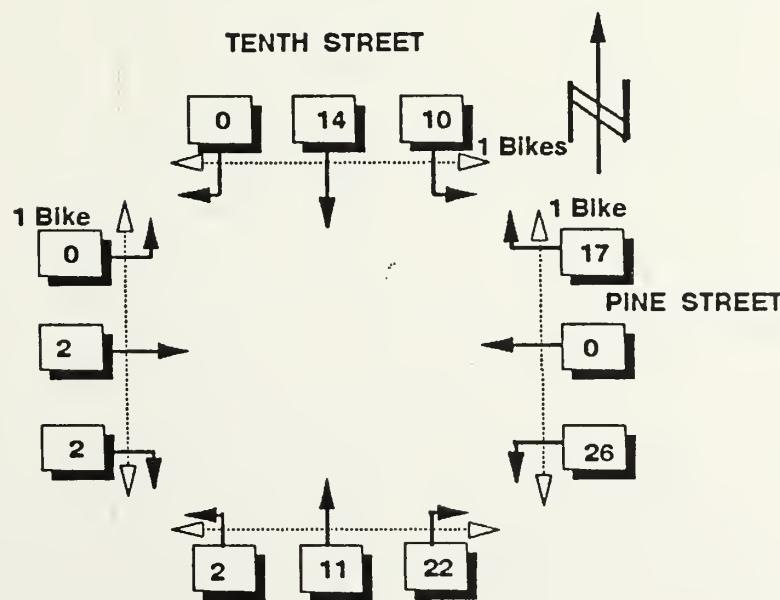
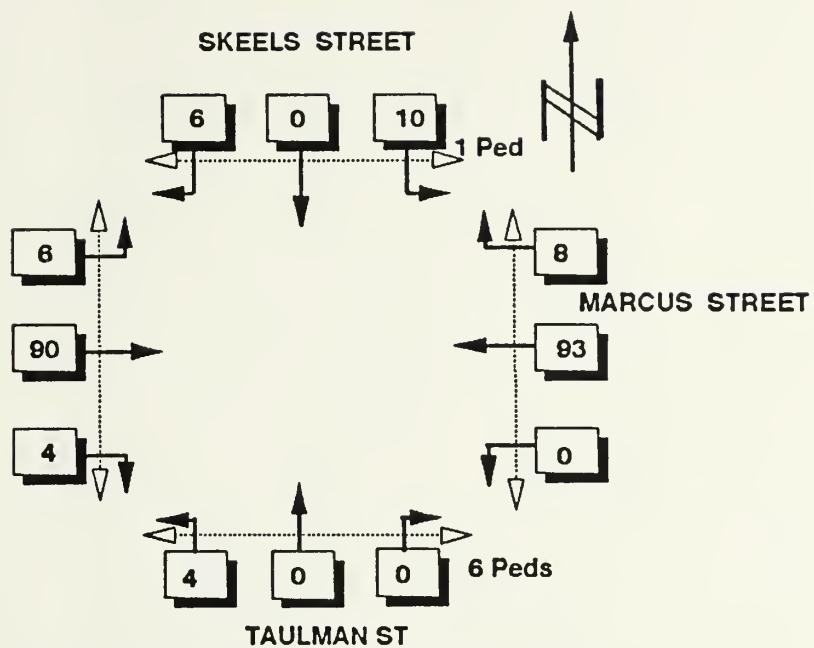
TRAFFIC MOVEMENTS 4:20 - 5:20 PM 5/21/91

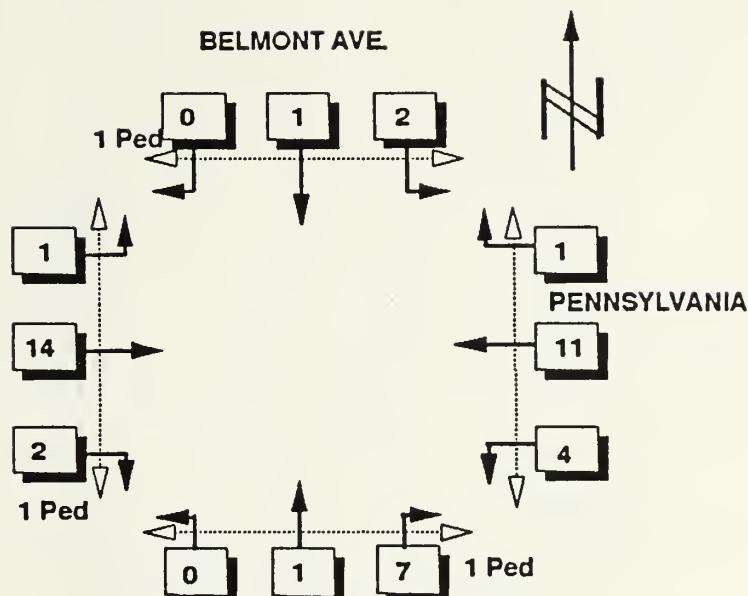


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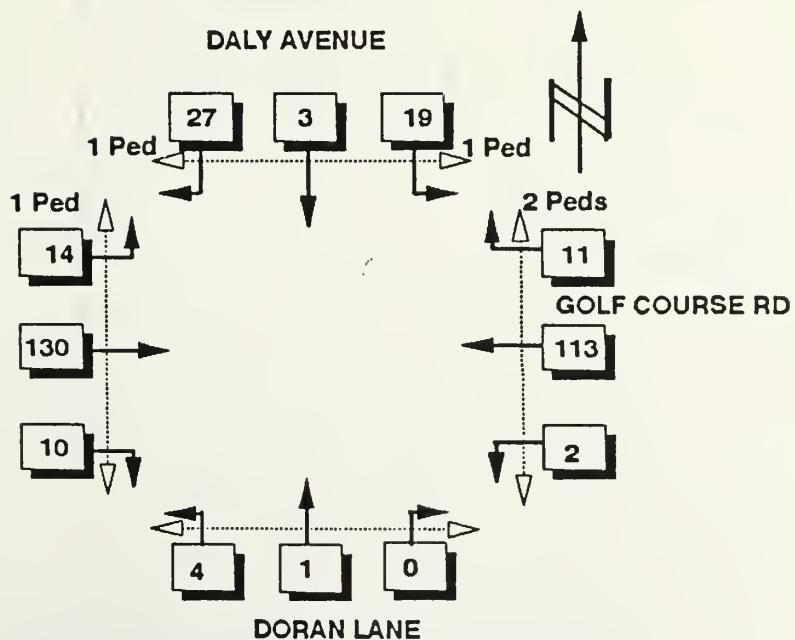


TRAFFIC MOVEMENTS 3:15 - 4:15 PM 5/16/91

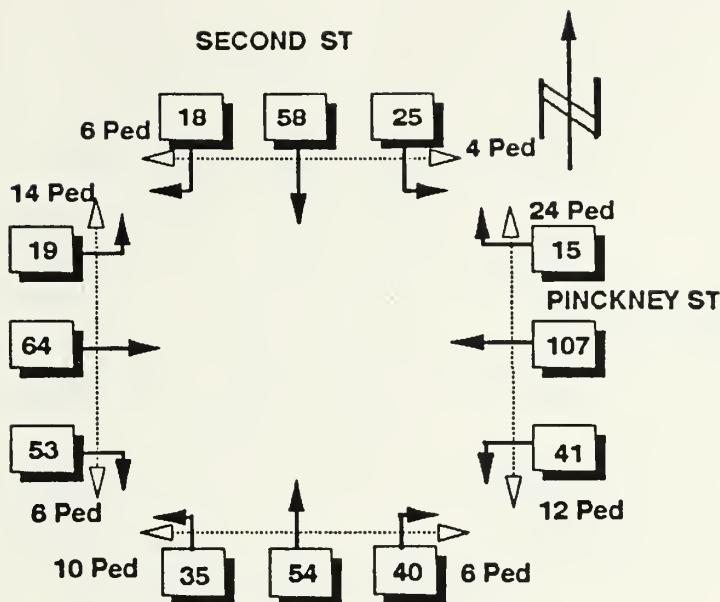




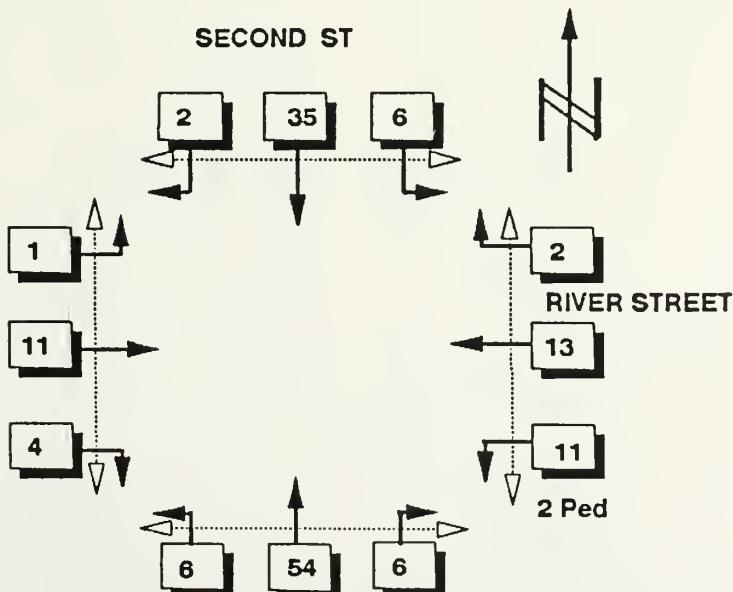
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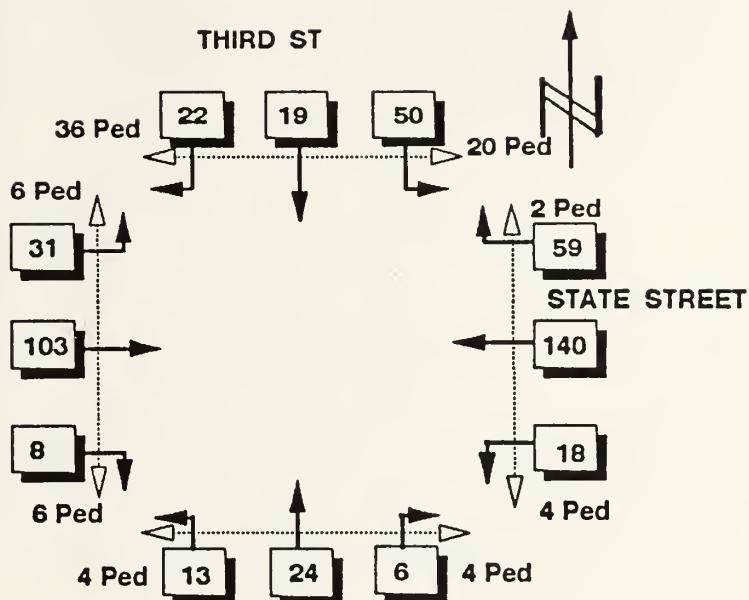
TRAFFIC MOVEMENTS 3:15 - 4:15 PM 5/21/91



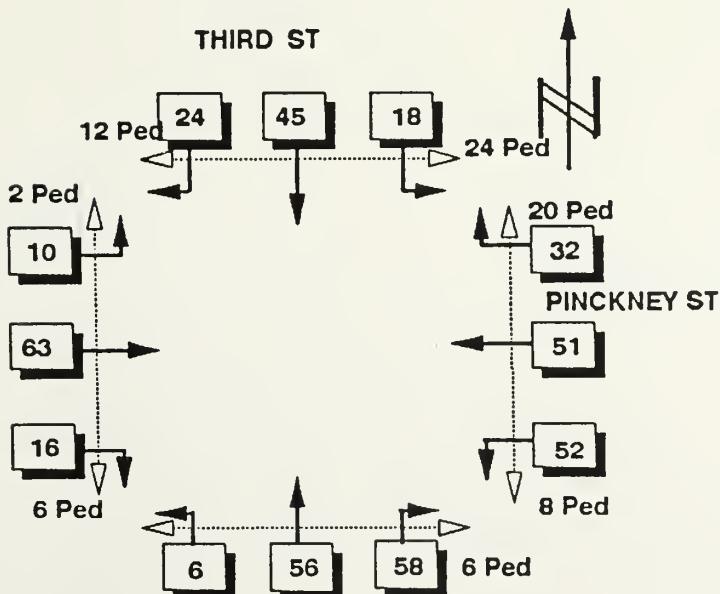
TRAFFIC MOVEMENTS 1:00 - 2:00 PM 6/7/91



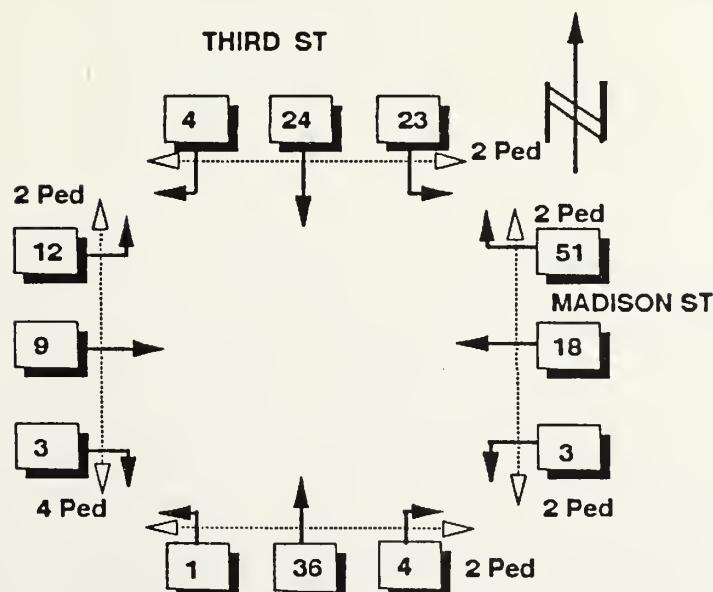
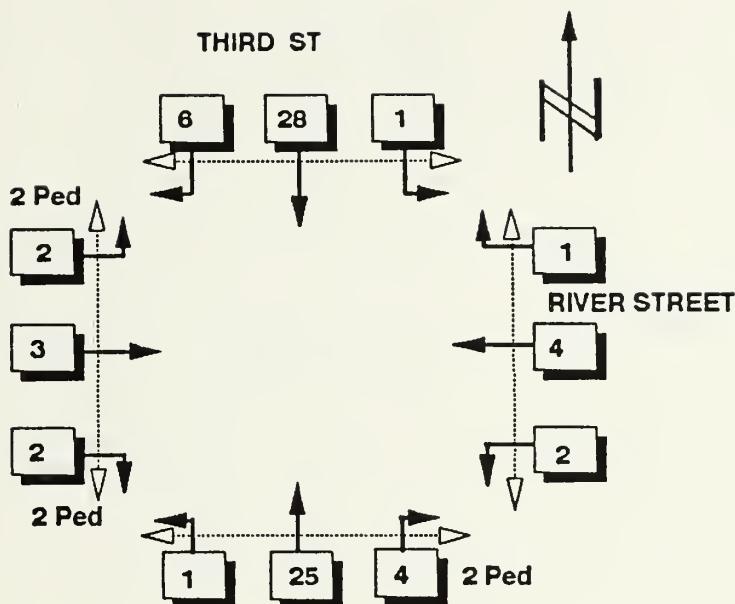
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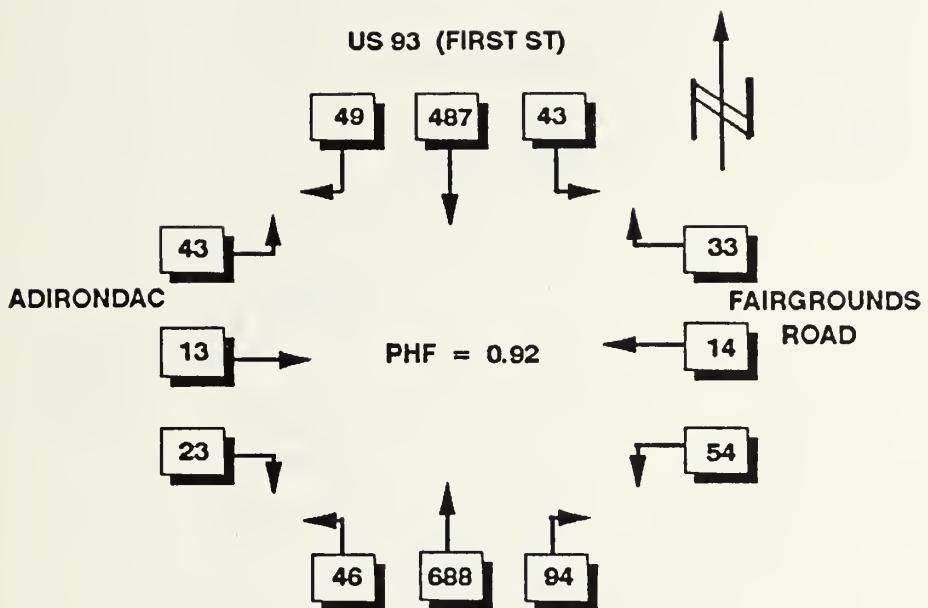


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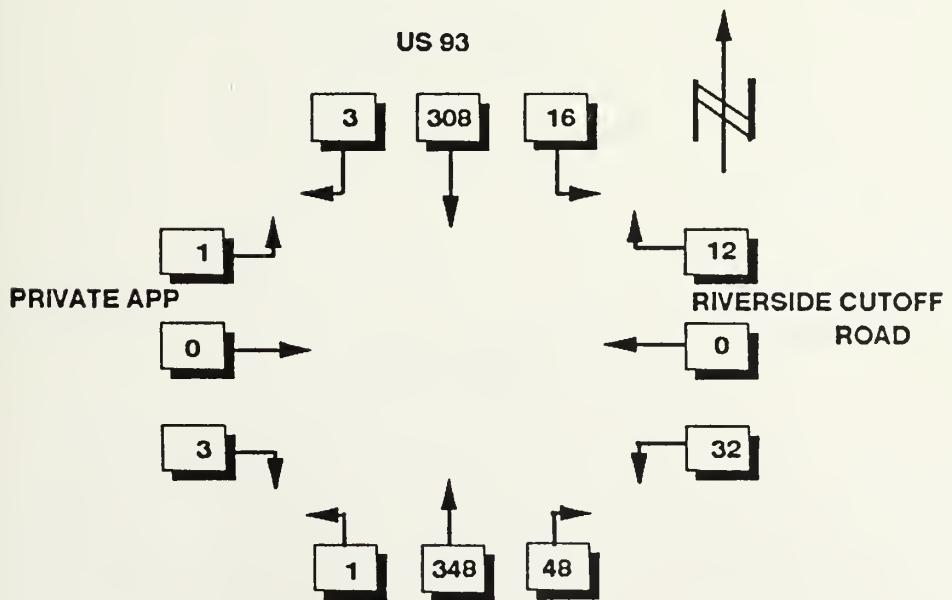


TRAFFIC MOVEMENTS 1:30 - 2:30 PM 6/7/91

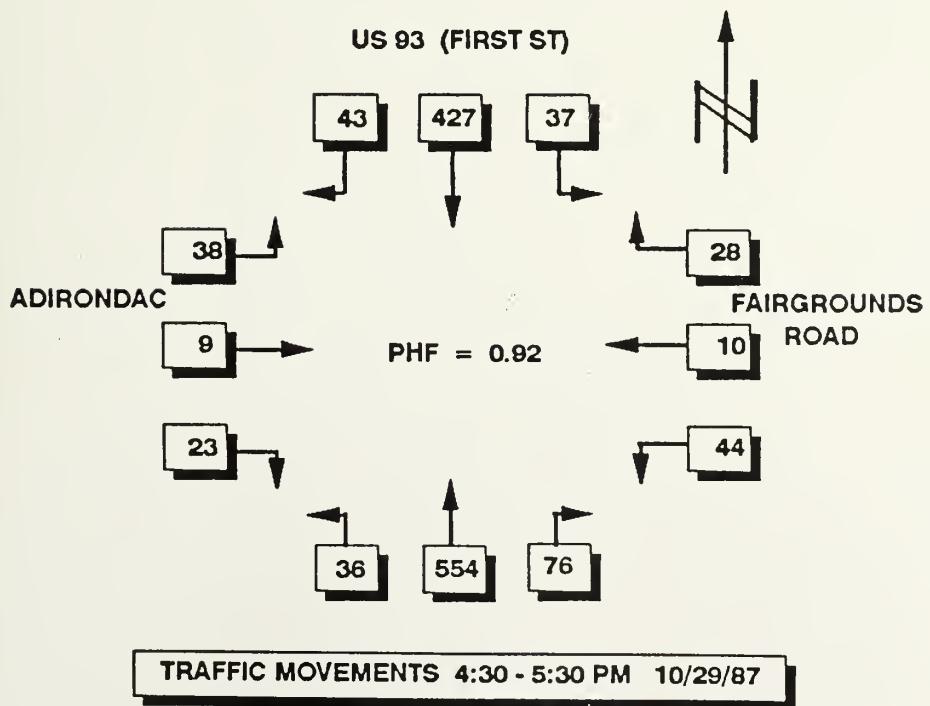
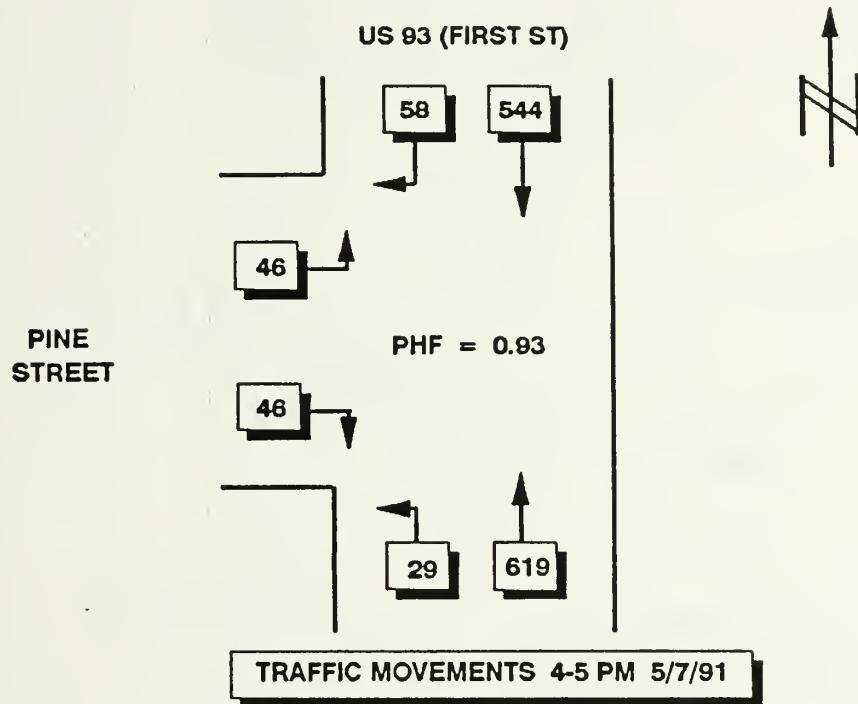


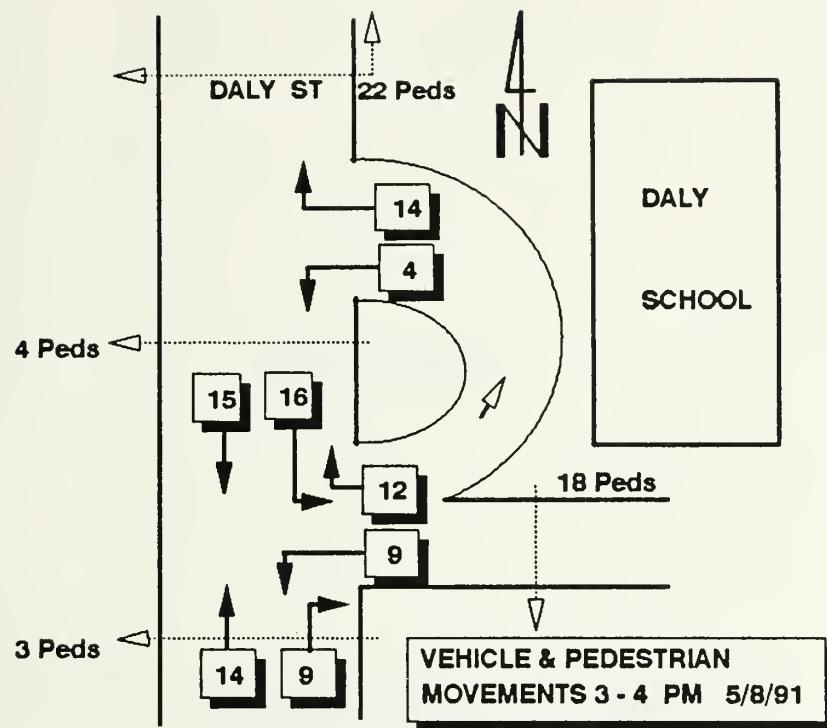


TRAFFIC MOVEMENTS 4:30 - 5:30 PM 5/6/91



TRAFFIC MOVEMENTS 4 - 5 PM 5/8/91

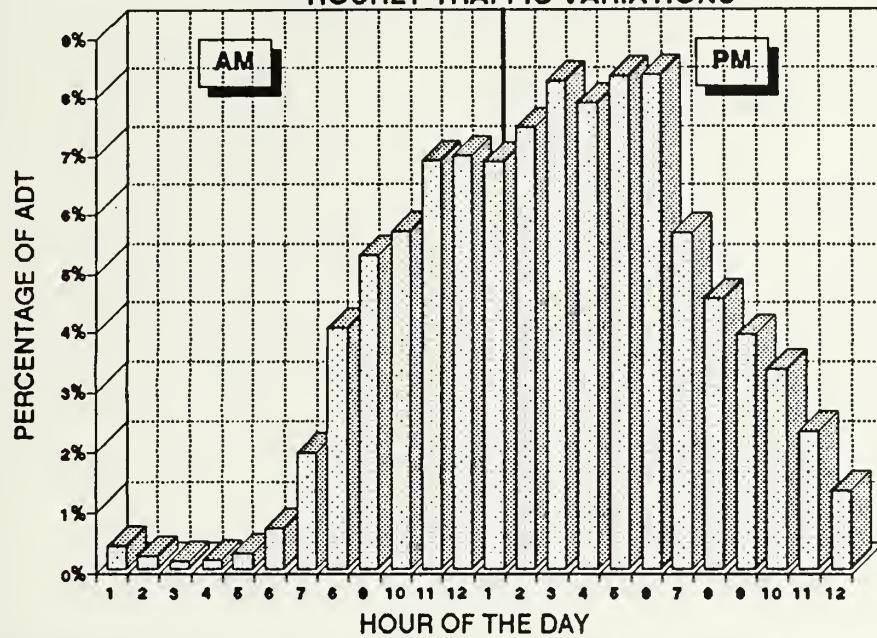




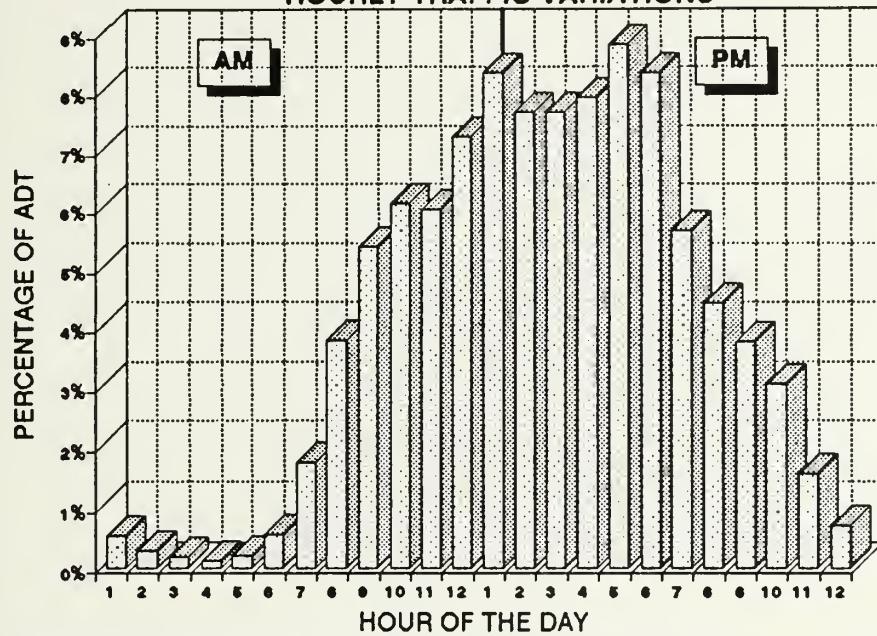
SECTION 2.

HOURLY TRAFFIC VARIATIONS VARIOUS STREETS

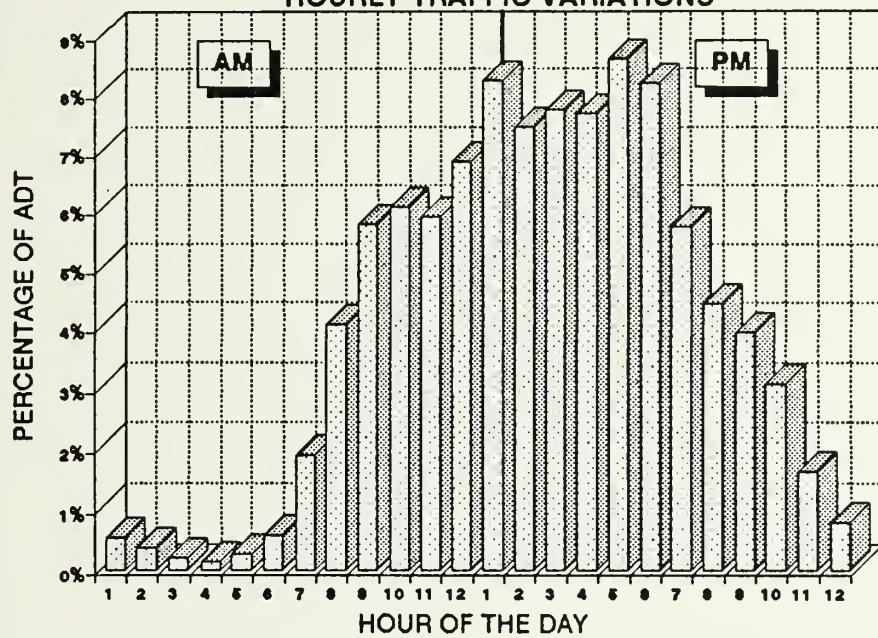
MARCUS STREET EAST OF 1ST HOURLY TRAFFIC VARIATIONS

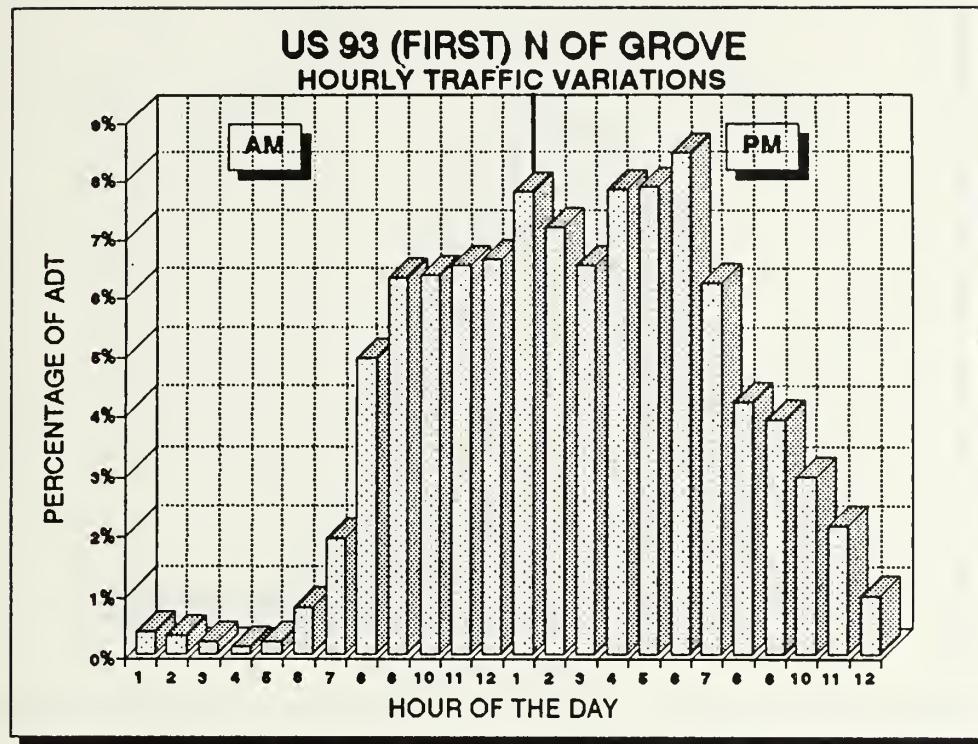


US 93 (1ST) NORTH OF MAIN
HOURLY TRAFFIC VARIATIONS

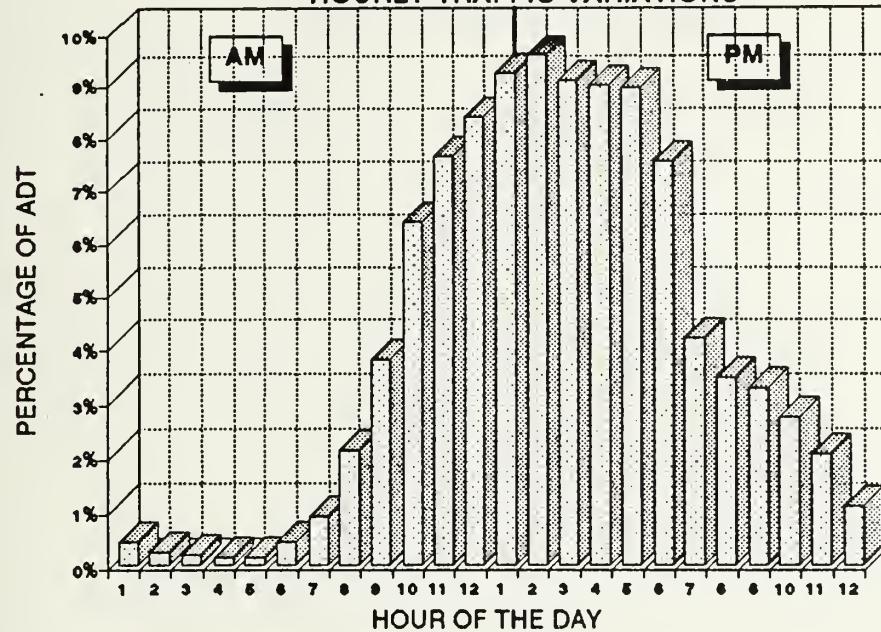


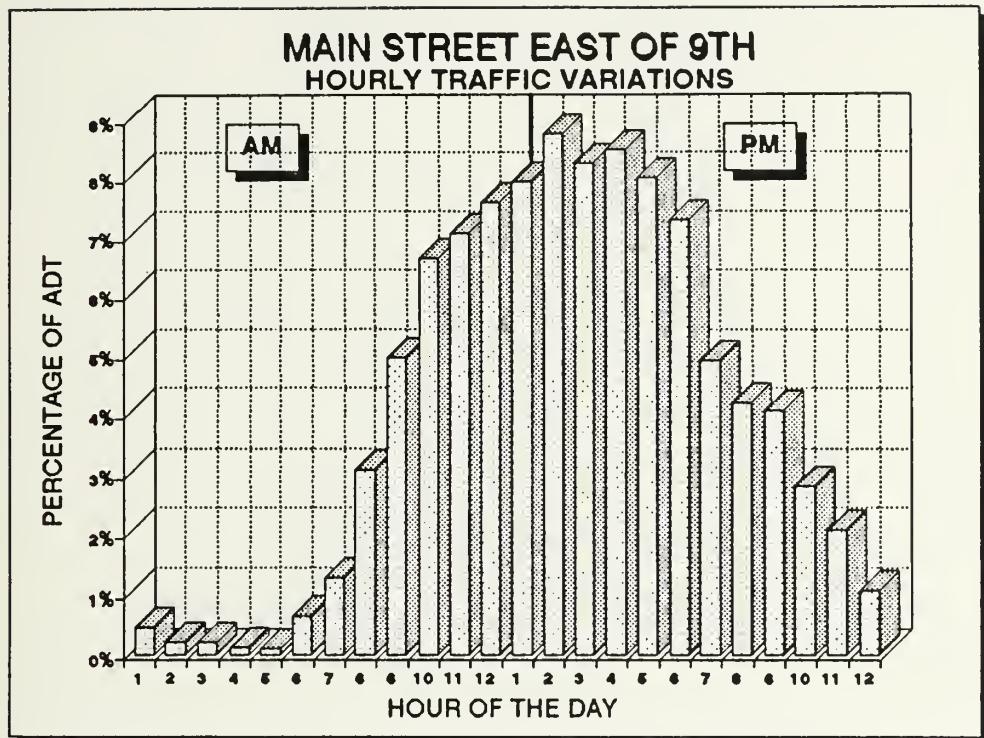
US 93 (1ST) SOUTH OF MAIN HOURLY TRAFFIC VARIATIONS



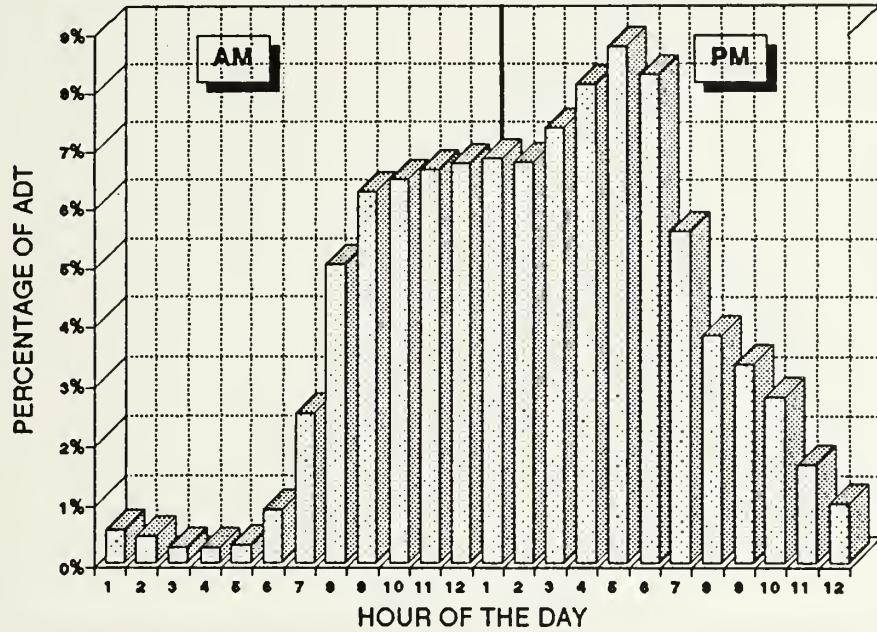


MAIN STREET WEST OF FIRST HOURLY TRAFFIC VARIATIONS

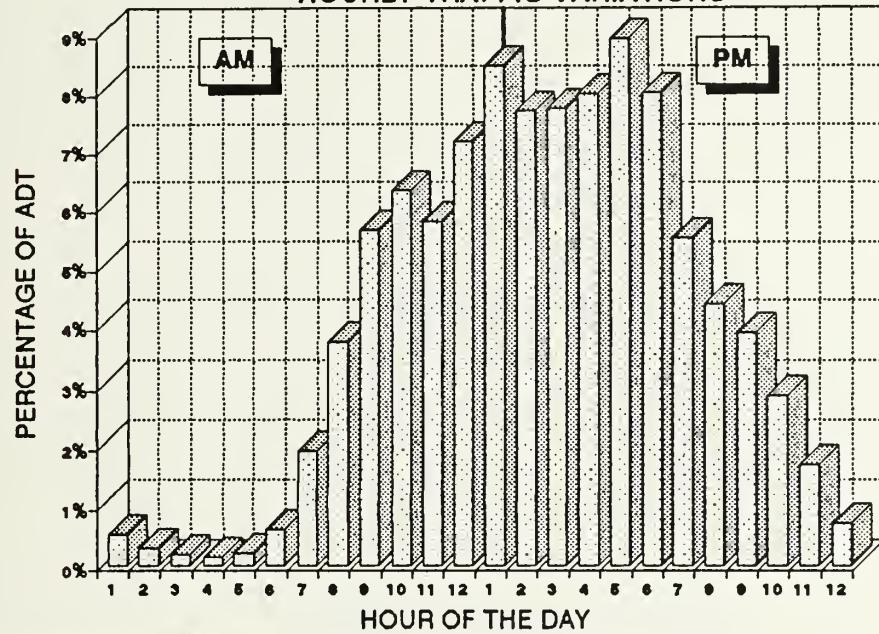




**US 93 NORTH OF HAMILTON
HOURLY TRAFFIC VARIATIONS**



US 93 SOUTH OF ADIRONDAC HOURLY TRAFFIC VARIATIONS



SECTION 3.

SPOT SPEED DATA

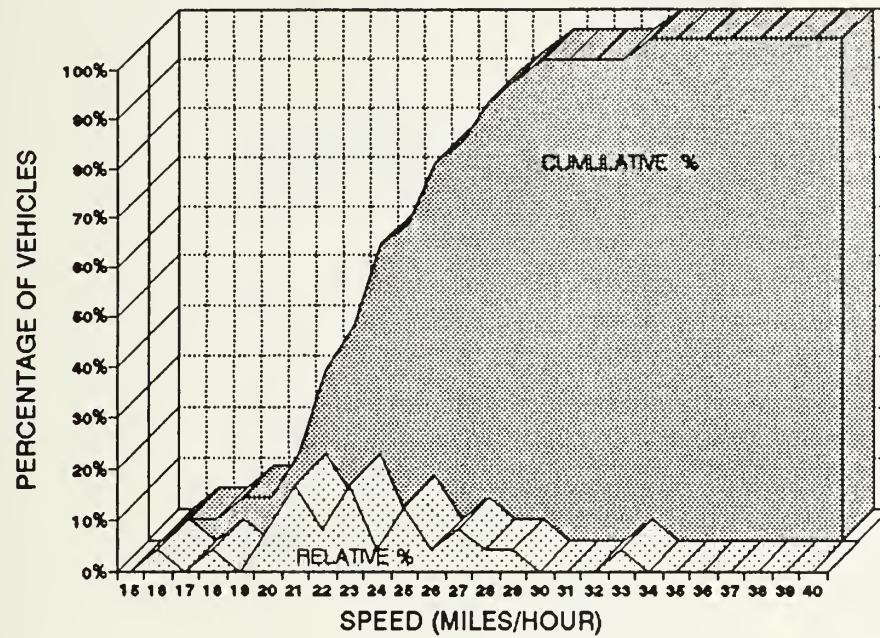
SPOT SPEED STUDY ANALYSIS

SITE NO.: 1 LOCATION: NINTH STREET
DIRECTION: BOTH

DATE: 5/7/91 TIME: 2:30 - 3:00 PM

MID-VALUE SPOT SPEED	SPEED FREQ.	CUMUL FREQ.	RELATIVE FREQ (%)	CULUMATIVE FREQ (%)
15	0	0	0.00%	0.00%
16	1	1	4.17%	4.17%
17	0	1	0.00%	4.17%
18	1	2	4.17%	8.33%
19	0	2	0.00%	8.33%
20	2	4	8.33%	16.67%
21	4	8	16.67%	33.33%
22	2	10	8.33%	41.67%
23	4	14	16.67%	58.33%
24	1	15	4.17%	62.50%
25	3	18	12.50%	75.00%
26	1	19	4.17%	79.17%
27	2	21	8.33%	87.50%
28	1	22	4.17%	91.67%
29	1	23	4.17%	95.83%
30	0	23	0.00%	95.83%
31	0	23	0.00%	95.83%
32	0	23	0.00%	95.83%
33	1	24	4.17%	100.00%
34	0	24	0.00%	100.00%
35	0	24	0.00%	100.00%
36	0	24	0.00%	100.00%
37	0	24	0.00%	100.00%
38	0	24	0.00%	100.00%
39	0	24	0.00%	100.00%
40	0	24	0.00%	100.00%
TOTAL VEHICLES =		24		
MEAN SPEED =		23.46 mph		
85TH PERCENTILE =		26.70 mph		
PACE SPEED =		18.5 - 28.5 mph		

MAIN STREET SCHOOL
SPOT SPEED GRAPH - 9TH STREET





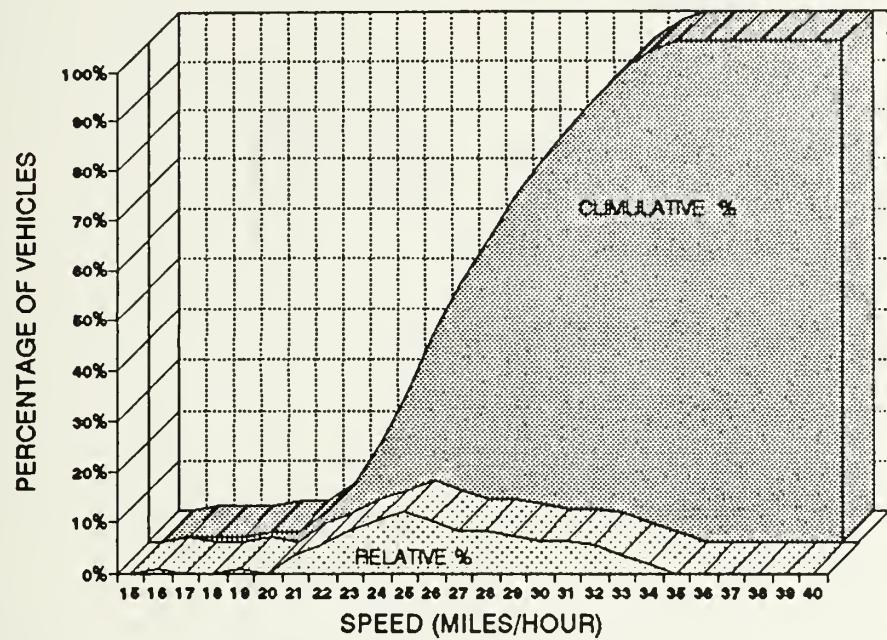
SPOT SPEED STUDY ANALYSIS

SITE NO.: **2** LOCATION: **MAIN @ 9TH**
DIRECTION: **BOTH**

DATE: **5/7/91** TIME: **3:20 - 3:45 PM**

MID-VALUE SPOT SPEED	SPEED FREQ.	CUMUL. FREQ.	RELATIVE	CULUMATIVE
			FREQ (%)	FREQ (%)
15	0	0	0.00%	0.00%
16	1	1	0.93%	0.93%
17	0	1	0.00%	0.93%
18	0	1	0.00%	0.93%
19	1	2	0.93%	1.85%
20	0	2	0.00%	1.85%
21	4	6	3.70%	5.56%
22	6	12	5.56%	11.11%
23	9	21	8.33%	19.44%
24	11	32	10.19%	29.63%
25	13	45	12.04%	41.67%
26	11	56	10.19%	51.85%
27	9	65	8.33%	60.19%
28	9	74	8.33%	68.52%
29	8	82	7.41%	75.93%
30	7	89	6.48%	82.41%
31	7	96	6.48%	88.89%
32	6	102	5.56%	94.44%
33	4	106	3.70%	98.15%
34	2	108	1.85%	100.00%
35	0	108	0.00%	100.00%
36	0	108	0.00%	100.00%
37	0	108	0.00%	100.00%
38	0	108	0.00%	100.00%
39	0	108	0.00%	100.00%
40	0	108	0.00%	100.00%
TOTAL VEHICLES =	108			
MEAN SPEED =	26.66 mph			
85TH PERCENTILE =	30.40 mph			
PACE SPEED =	26.7 - 36.7 mph			

MAIN STREET SCHOOL
SPOT SPEED GRAPH - MAIN @ 9TH





SPOT SPEED STUDY ANALYSIS

SITE NO.: 3 LOCATION: DALY AVENUE
DIRECTION: BOTH

DATE: 5/8/91 TIME: 3:10 - 3:50 PM

MID-VALUE SPOT SPEED	SPEED FREQ.	CUMUL FREQ.	RELATIVE FREQ (%)	CULUMATIVE FREQ (%)
15	0	0	0.00%	0.00%
16	0	0	0.00%	0.00%
17	1	1	2.00%	2.00%
18	0	1	0.00%	2.00%
19	2	3	4.00%	6.00%
20	2	5	4.00%	10.00%
21	5	10	10.00%	20.00%
22	5	15	10.00%	30.00%
23	6	21	12.00%	42.00%
24	5	26	10.00%	52.00%
25	4	30	8.00%	60.00%
26	4	34	8.00%	68.00%
27	6	40	12.00%	80.00%
28	4	44	8.00%	88.00%
29	4	48	8.00%	96.00%
30	0	48	0.00%	96.00%
31	1	49	2.00%	98.00%
32	0	49	0.00%	98.00%
33	1	50	2.00%	100.00%
34	0	50	0.00%	100.00%
35	0	50	0.00%	100.00%
36	0	50	0.00%	100.00%
37	0	50	0.00%	100.00%
38	0	50	0.00%	100.00%
39	0	50	0.00%	100.00%
40	0	50	0.00%	100.00%
TOTAL VEHICLES =		50		
MEAN SPEED =		24.52 mph		
85TH PERCENTILE =		27.63 mph		
PACE SPEED =		19.5 - 29.5 mph		

SECTION 4.

CAPACITY ANALYSIS

HCM: SIGNALIZED INTERSECTION SUMMARY

Marvin & Associates

Streets: (E-W) FIRST ST. (US 93) (N-S) MAIN STREET

Analyst: R MARVIN

Area Type: CBD

Comment: EXISTING SIGNAL CONTROL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	<	1	2	<	1	2	<
Volumes	176	76	95	77	85		81	82	481	56	71	569
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			20			20			20			20

Signal Operations

Phase combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds	*				Peds	*		
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds	*				Peds	*		
NB Right	*				EB Right	*		
SB Right	*				WB Right	*		
Green	20A				Green	32P		
Yellow/A-R	4				Yellow/A-R	4		
Lost Time	3.0				Lost Time	3.0		
Cycle Length:	60 secs				Phase combination order:	#1 #5		

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Approach:						
					Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS
EB	L	1225	429	0.43	0.35	11.8	B	8.8	B		
	T	1604	561	0.14	0.35	10.1	B				
	R	1190	1071	0.07	0.90	0.2	A				
WB	L	1212	424	0.19	0.35	10.4	B	10.8	B		
	TR	1314	460	0.33	0.35	11.1	B				
NB	L	650	358	0.24	0.55	5.4	B	5.7	B		
	TR	2967	1632	0.35	0.55	5.8	B				
SB	L	846	465	0.16	0.55	5.1	B	6.4	B		
	TR	2906	1598	0.49	0.55	6.5	B				

Intersection Delay = 7.1 (sec/veh)

Intersection LOS = B

HCM: SIGNALIZED INTERSECTION SUMMARY

Marvin & Associates

Streets: (E-W) MAIN STREET

(N-S) SECOND STREET

Analyst: R MARVIN

File Name: EXAMPLE.HC9

Area Type: CBD

6-25-91 PM PEAK

Comment: EXISTING SIGNAL CONTROL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	<		> 1	<		> 1	<		> 1	<	
Volumes	25	360	28	55	210	39	25	60	15	60	30	50
Lane Width	15.0			15.0			15.0			15.0		
RTOR Vols		5			5			5			5	

Signal Operations

Phase combination 1	2	3	4	5	6	7	8
EB Left	*			NB Left	*		
Thru	*			Thru	*		
Right	*			Right	*		
Peds	*			Peds	*		
WB Left	*			SB Left	*		
Thru	*			Thru	*		
Right	*			Right	*		
Peds	*			Peds	*		
NB Right	*			EB Right	*		
SB Right	*			WB Right	*		
Green	30P			Green	30P		
Yellow/A-R	4			Yellow/A-R	4		
Lost Time	3.0			Lost Time	3.0		
Cycle Length:	68 secs	Phase combination order: #1 #5					

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
EB	LTR	1257	573	0.75	0.46	15.4	C	15.4	C
WB	LTR	1031	470	0.67	0.46	13.6	B	13.6	B
NB	LTR	1226	559	0.18	0.46	8.3	B	8.3	B
SB	LTR	1117	509	0.28	0.46	8.9	B	8.9	B

Intersection Delay = 13.1 (sec/veh)

Intersection LOS = B

HCM: SIGNALIZED INTERSECTION SUMMARY

Marvin & Associates

Streets: (E-W) FIRST ST. (US 93)

(N-S) GOLF COURSE ROAD

Analyst: R MARVIN

File Name: EXAMPLE.HC9

Area Type: Other

6-25-91 PM PEAK

Comment: EXISTING SIGNAL CONTROL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	<		> 1	<		> 2	<		> 2	<	
Volumes	12	17	5	45	16	95	16	305	13	251	450	25
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vols		2			20			5			5	

Signal Operations

Phase combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds	*				Peds	*		
WB Left	*				SB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds	*				Peds	*		
NB Right	*				EB Right	*		
SB Right	*				WB Right	*		
Green	20A				Green	32P		
Yellow/A-R	4				Yellow/A-R	4		
Lost Time	3.0				Lost Time	3.0		
Cycle Length:	60	secs	Phase combination order:	#1 #5				

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
EB	LTR	1537	538	0.06	0.35	9.9	B	9.9	B
WB	LTR	1467	513	0.28	0.35	10.8	B	10.8	B
NB	LTR	2974	1636	0.22	0.55	5.3	B	5.3	B
SB	LTR	2809	1545	0.52	0.55	6.7	B	6.7	B

Intersection Delay = 6.8 (sec/veh)

Intersection LOS = B

HCM: SIGNALIZED INTERSECTION SUMMARY

Marvin & Associates

Streets: (E-W) FIRST ST. (US 93) (N-S) ADIRONDAC ST
 Analyst: R MARVIN File Name: EXAMPLE.HC9
 Area Type: Other 6-25-91 PM PEAK
 Comment: EXISTING SIGNAL CONTROL

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	<		> 1	<		> 2	<		> 2	<	
Volumes	48	20	25	60	20	36	50	750	110	50	530	55
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vols		20			20			20			20	

Signal Operations

Phase combination 1	2	3	4	5	6	7	8
EB Left	*			NB Left	*		
Thru	*			Thru	*		
Right	*			Right	*		
Peds	*			Peds	*		
WB Left	*			SB Left	*		
Thru	*			Thru	*		
Right	*			Right	*		
Peds	*			Peds	*		
NB Right	*			EB Right	*		
SB Right	*			WB Right	*		
Green	20A			Green	32P		
Yellow/A-R	4			Yellow/A-R	4		
Lost Time	3.0			Lost Time	3.0		
Cycle Length:	60	secs	Phase combination order:	#1	#5		

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/c	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
EB	LTR	1340	469	0.16	0.35	10.2	B	10.2	B
WB	LTR	1349	472	0.21	0.35	10.4	B	10.4	B
NB	LTR	3021	1662	0.59	0.55	7.3	B	7.3	B
SB	LTR	2542	1398	0.49	0.55	6.5	B	6.5	B

Intersection Delay = 7.3 (sec/veh) Intersection LOS = B

3RD & MAIN HAMILTON

ALL-WAY STOP-CONTROLLED INTERSECTIONS--Level of Service Analysis

Instructions:

Enter the turning movement volumes, the peak hour factor, and the number of lanes on each approach. The capacity, delay, and level of service are calculated below. Please note validity range checks.

Check columns F through J (rows 1-50) for detailed calculations.

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	6	53	14	67
Through Volume	259	182	37	33
Right-Turn Volume	29	53	48	29
Peak-Hour Factor	0.90	0.90	0.90	0.90
Number of Lanes	1	1	1	1
Capacity, vph	688	718	235	411
Volume/Capacity Ratio	0.47	0.45	0.47	0.35
Delay, sec/veh	6	5	6	4
Level of Service	B	B	B	A
Range Check	Error	Error	Error	Error

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	---	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	2	0	2
WESTBOUND	---	---	---
NORTHBOUND	4	2	2
SOUTHBOUND	4	2	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
NB	5.50	5.50	0.00	5.50
MINOR LEFTS				
EB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... PINE STREET
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING



MOVEMENT	POTEN-		ACTUAL		RESERVE		LOS
	FLOW- RATE v (pcph)	TIAL CAPACITY c (pcph) P	MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	c = c - v R	SH	

MINOR STREET

EB LEFT	51	113	108	>	108	>	57	> E
RIGHT	51	759	759	>	759	>	87	> E

MAJOR STREET

NB LEFT	33	510	510		510		477	A
---------	----	-----	-----	--	-----	--	-----	---

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... PINE STREET

NAME OF THE NORTH/SOUTH STREET.... FIRST STREET

DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR

OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... .9
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... PINCKNEY
NAME OF THE NORTH/SOUTH STREET..... FIRST STREET
NAME OF THE ANALYST..... R MARVIN
DATE OF THE ANALYSIS (mm/dd/yy)..... 07-01-1991
TIME PERIOD ANALYZED..... PEAK PM HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
	----	----	----	----
LEFT	47	--	30	0
THRU	0	--	550	561
RIGHT	66	--	0	24

NUMBER OF LANES

	EB	WB	NB	SB
	----	----	----	----
LANES	1	--	2	2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	---	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	2	0	2
WESTBOUND	---	---	---
NORTHBOUND	4	2	2
SOUTHBOUND	4	2	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
NB	5.50	5.50	0.00	5.50
MINOR LEFTS				
EB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... PINCKNEY
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	POTEN-		ACTUAL		RESERVE		
	FLOW- RATE	TIAL CAPACITY v (pcph)	MOVEMENT CAPACITY c (pcph) p	SHARED CAPACITY c (pcph) M	RESERVE CAPACITY c = c - v R	LOS SH	

MINOR STREET

EB LEFT	52	126	121	>	121	>	69	> E
RIGHT	73	768	768	>	768	>	694	> D

MAJOR STREET

NB LEFT	34	522	522		522		488	A
---------	----	-----	-----	--	-----	--	-----	---

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... PINCKNEY
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... .9
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... STATE
NAME OF THE NORTH/SOUTH STREET..... FIRST STREET
NAME OF THE ANALYST..... R MARVIN
DATE OF THE ANALYSIS (mm/dd/yy)..... 07-01-1991
TIME PERIOD ANALYZED..... PEAK PM HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	67	--	53	100
THRU	0	--	523	523
RIGHT	102	--	0	53

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	--	2	2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	---	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	2	0	2
WESTBOUND	---	---	---
NORTHBOUND	4	2	2
SOUTHBOUND	4	2	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
EB	5.50	5.50	0.00	5.50
MAJOR LEFTS				
NB	5.50	5.50	0.00	5.50
MINOR LEFTS				
EB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... STATE
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	POTEN-		ACTUAL		RESERVE		LOS
	FLOW- RATE	TIAL CAPACITY	MOVEMENT CAPACITY	SHARED CAPACITY	C = C - v	R SH	
	v (pcph)	c (pcph)	c (pcph)	c (pcph)			
	P	M	SH				

MINOR STREET

EB LEFT	74	131	122	>	122	>	47 > E
RIGHT	113	772	772	>	772	>	60 > E

MAJOR STREET

NB LEFT	61	529	529		529		468 A
---------	----	-----	-----	--	-----	--	-------

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... STATE
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... .9
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... BEDFORD
NAME OF THE NORTH/SOUTH STREET..... FIRST STREET
NAME OF THE ANALYST..... R MARVIN
DATE OF THE ANALYSIS (mm/dd/yy)..... 07-01-1991
TIME PERIOD ANALYZED..... PEAK PM HOUR
OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION
MAJOR STREET DIRECTION: NORTH/SOUTH
CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	14	--	6	100
THRU	0	--	593	598
RIGHT	24	--	0	14

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	--	2	2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	---	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	2	0	2
WESTBOUND	---	---	---
NORTHBOUND	4	2	2
SOUTHBOUND	4	2	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)		ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	5.50	5.50	0.00	5.50
MAJOR LEFTS	NB	5.50	5.50	0.00	5.50
MINOR LEFTS	EB	7.00	7.00	0.00	7.00

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BEDFORD
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	POTEN-		ACTUAL		RESERVE		LOS
	FLOW- RATE	TIAL CAPACITY v (pcph)	MOVEMENT CAPACITY c (pcph) P	SHARED CAPACITY c (pcph) M	RESERVE CAPACITY c = c - v R SH		

MINOR STREET

EB LEFT	16	116	115	>	115	>	99	> E
				>	247	>	205	>C
RIGHT	27	754	754	>	754	>	727	> A

MAJOR STREET

NB LEFT	7	503	503		503		496	A
---------	---	-----	-----	--	-----	--	-----	---

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BEDFORD
 NAME OF THE NORTH/SOUTH STREET.... FIRST STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... .9
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... MAIN STREET
NAME OF THE NORTH/SOUTH STREET..... FOURTH STREET
NAME OF THE ANALYST..... R MARVIN
DATE OF THE ANALYSIS (mm/dd/yy)..... 07-01-1991
TIME PERIOD ANALYZED..... PEAK PM HOUR

OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG
MAJOR STREET DIRECTION: EAST/WEST
CONTROL TYPE NORTHBOUND: STOP SIGN
CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	13	36	18	37
THRU	151	138	25	24
RIGHT	6	94	21	33

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	1	1	1	1
LANE USAGE		LTR		LTR

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	4	1	2
WESTBOUND	4	1	2
NORTHBOUND	1	0	2
SOUTHBOUND	1	0	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)		ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS					
NB	5.50		5.50	0.00	5.50
SB	5.50		5.50	0.00	5.50
MAJOR LEFTS					
EB	5.00		5.00	0.00	5.00
WB	5.00		5.00	0.00	5.00
MINOR THROUGHS					
NB	6.00		6.00	0.00	6.00
SB	6.00		6.00	0.00	6.00
MINOR LEFTS					
NB	6.50		6.50	0.00	6.50
SB	6.50		6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... MAIN STREET
 NAME OF THE NORTH/SOUTH STREET.... FOURTH STREET
 DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	POTEN-		ACTUAL		RESERVE		LOS
	FLOW- RATE v (pcph)	TIAL CAPACITY c (pcph) P	MOVEMENT CAPACITY c (pcph) M	SHARED CAPACITY c (pcph) SH	RESERVE CAPACITY c = c - v R SH		

MINOR STREET

NB LEFT	20	461	423	>	423	>	403 > A
THROUGH	28	562	543	>	543	>	503 515 > A A
RIGHT	23	920	920	>	920	>	897 > A

MINOR STREET

SB LEFT	41	502	464	>	464	>	423 > A
THROUGH	27	596	576	>	576	>	488 549 > A A
RIGHT	36	884	884	>	884	>	848 > A

MAJOR STREET

EB LEFT	15	930	930		930		915 A
WB LEFT	41	989	989		989		948 A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... MAIN STREET
 NAME OF THE NORTH/SOUTH STREET.... FOURTH STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 30
PEAK HOUR FACTOR..... .9
AREA POPULATION..... 10000
NAME OF THE EAST/WEST STREET..... MAIN STREET
NAME OF THE NORTH/SOUTH STREET..... TENTH STREET
NAME OF THE ANALYST..... R MARVIN
DATE OF THE ANALYSIS (mm/dd/yy)..... 07-01-1991
TIME PERIOD ANALYZED..... PEAK PM HOUR

OTHER INFORMATION.... EXISTING

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	6	36	--	67
THRU	125	158	--	24
RIGHT	6	47	--	26

NUMBER OF LANES

	EB	WB	NB	SB
LANES	1	1	--	1

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	---	---	---	-
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	4	1	2
WESTBOUND	4	1	2
NORTHBOUND	---	---	---
SOUTHBOUND	1	0	2

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)		ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	SB	5.50	5.50	0.00	5.50
MAJOR LEFTS	EB	5.00	5.00	0.00	5.00
MINOR LEFTS	SB	6.50	6.50	0.00	6.50

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... MAIN STREET
 NAME OF THE NORTH/SOUTH STREET.... TENTH STREET
 DATE AND TIME OF THE ANALYSIS.... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

MOVEMENT	POTEN-		ACTUAL		RESERVE		LOS
	FLOW- RATE	TIAL CAPACITY	MOVEMENT CAPACITY	SHARED CAPACITY	C = C - v	R SH	
	v (pcph)	c (pcph)	c (pcph)	c (pcph)			
	p	M	SH				

MINOR STREET

SB LEFT	74	600	597	>	597	>	523	> A
				>	657	>	554	>A
RIGHT	29	888	888	>	888	>	860	> A

MAJOR STREET

EB LEFT	7	959	959		959		952	A
---------	---	-----	-----	--	-----	--	-----	---

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... MAIN STREET
 NAME OF THE NORTH/SOUTH STREET.... TENTH STREET
 DATE AND TIME OF THE ANALYSIS..... 07-01-1991 ; PEAK PM HOUR
 OTHER INFORMATION.... EXISTING

SECTION 5.

TRAFFIC SIGNAL WARRANT ANALYSIS

WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	400	120	605	116
WARRANT #2	600	60	605	116
% OF WARRANT MET			126%	145%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	709	140	FIGURE	YES
NUMBER OF LANES	1	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	3	145	1037	

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	756	145	FIGURE	YES
NUMBER OF LANES	2	1	4.5	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1		WARRANT 5		WARRANT 9 X
WARRANT 2		WARRANT 6		WARRANT 10
WARRANT 3	X	WARRANT 7		WARRANT 11 X
WARRANT 4		WARRANT 8	X	TOTAL = 4

**TRAFFIC SIGNAL WARRANT ANALYSIS
YEAR 1991
THIRD STREET & MAIN STREET**

WARRANT #1 - MINIMUM VEHICULAR VOLUME					
70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
		500	150	370	90
				74%	60%

WARRANT #2 - INTERRUPTION OF CONTINOUS TRAFFIC					
70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
		750	75	370	90
				49%	120%

WARRANT #3 - MINIMUM PEDESTRIAN TRAFFIC					
50% WARRANT		REQUIRED		EXISTS	
YES	NO	PEDS	GAPS	PEDS	GAPS
		50	60	63	THEORY
		95	60	75	52
				126%	115%

WARRANT #4 - SCHOOL CROSSING [STUD]	YES	NO
-------------------------------------	-----	----

WARRANT #5 - PROGRESSIVE MOVEMENT	YES	NO
-----------------------------------	-----	----

WARRANT #6 - ACCIDENT EXPERIENCE	YES	NO
----------------------------------	-----	----

WARRANT #7 - SYSTEMS WARRANT	YES	NO
------------------------------	-----	----

WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	400	120	370	90
WARRANT #2	600	60	370	90
% OF WARRANT MET			77%	113%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	709	140	FIGURE	YES
NUMBER OF LANES	1	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	0.5	130	680	

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	462	130	FIGURE	YES
NUMBER OF LANES	2	1	4.6	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1		WARRANT 5		WARRANT 9
WARRANT 2		WARRANT 6		WARRANT 10
WARRANT 3	X	WARRANT 7		WARRANT 11
WARRANT 4		WARRANT 8		TOTAL = 1

TRAFFIC SIGNAL WARRANT ANALYSIS
YEAR 1991
FIRST ST (US 93) & PINCKNEY ST

WARRANT #1 - MINIMUM VEHICULAR VOLUME					
70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
8TH HIGHEST HOUR		600	150	874	85
% OF WARRANT MET				146%	57%

WARRANT #2 - INTERRUPTION OF CONTINOUS TRAFFIC					
70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
8TH HIGHEST HOUR		900	75	874	85
% OF WARRANT MET				97%	113%

WARRANT #3 - MINIMUM PEDESTRIAN TRAFFIC					
50% WARRANT		REQUIRED		EXISTS	
YES	NO	PEDS	GAPS	PEDS	GAPS
FOUR HOURS		50	60	10	THEORY
PEAK HOUR		95	60	16	35
% OF WARRANT MET				20%	171%

WARRANT #4 - SCHOOL CROSSING [STUD]	YES	NO
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WARRANT #5 - PROGRESSIVE MOVEMENT	YES	NO
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WARRANT #6 - ACCIDENT EXPERIENCE	YES	NO
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WARRANT #7 - SYSTEMS WARRANT	YES	NO
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WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	480	120	874	85
WARRANT #2	720	60	874	85
% OF WARRANT MET			152%	106%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	1130	109	FIGURE	YES
NUMBER OF LANES	1	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	1.5	115		1265

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	756	145	FIGURE	YES
NUMBER OF LANES	2	1	4.6	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1	WARRANT 5	WARRANT 9	X	
WARRANT 2	WARRANT 6	WARRANT 10		
WARRANT 3	WARRANT 7	WARRANT 11	X	
WARRANT 4	WARRANT 8	X	TOTAL =	3

TRAFFIC SIGNAL WARRANT ANALYSIS
YEAR 1991
PINE STREET & FIRST STREET

WARRANT #1 - MINIMUM VEHICULAR VOLUME

70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
8TH HIGHEST HOUR		600	150	899	55
% OF WARRANT MET				150%	37%

WARRANT #2 - INTERRUPTION OF CONTINOUS TRAFFIC

70% WARRANT		REQUIRED		EXISTS	
YES	NO	MAJOR	MINOR	MAJOR	MINOR
8TH HIGHEST HOUR		900	75	899	55
% OF WARRANT MET				100%	73%

WARRANT #3 - MINIMUM PEDESTRIAN TRAFFIC

50% WARRANT		REQUIRED		EXISTS	
YES	NO	PEDS	GAPS	PEDS	GAPS
FOUR HOURS		50	60	2	THEORY
PEAK HOUR		95	60	3	6
% OF WARRANT MET				4%	1000%

WARRANT #4 - SCHOOL CROSSING [STUD] YES | NO

WARRANT #5 - PROGRESSIVE MOVEMENT YES | NO

WARRANT #6 - ACCIDENT EXPERIENCE YES | NO

WARRANT #7 - SYSTEMS WARRANT YES | NO

WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	480	120	899	55
WARRANT #2	720	60	899	55
% OF WARRANT MET			156%	69%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	1130	70	FIGURE	YES
NUMBER OF LANES	1	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	0.2	87		1360

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	1270	87	FIGURE	YES
NUMBER OF LANES	2	1	4.6	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1		WARRANT 5		WARRANT 9 X
WARRANT 2		WARRANT 6		WARRANT 10
WARRANT 3		WARRANT 7		WARRANT 11 X
WARRANT 4		WARRANT 8		TOTAL = 2

TRAFFIC SIGNAL WARRANT ANALYSIS
YEAR 1991
STATE STREET & FIRST STREET

WARRANT #1 - MINIMUM VEHICULAR VOLUME

70% WARRANT	REQUIRED		EXISTS	
	YES	NO	MAJOR	MINOR
8TH HIGHEST HOUR		600	150	824
% OF WARRANT MET			137%	72%

WARRANT #2 - INTERRUPTION OF CONTINOUS TRAFFIC

70% WARRANT	REQUIRED		EXISTS	
	YES	NO	MAJOR	MINOR
8TH HIGHEST HOUR		900	75	824
% OF WARRANT MET			92%	144%

WARRANT #3 - MINIMUM PEDESTRIAN TRAFFIC

50% WARRANT	REQUIRED		EXISTS	
	YES	NO	PEDS	GAPS
FOUR HOURS		50	60	7
PEAK HOUR		95	60	10
% OF WARRANT MET			14%	600%

WARRANT #4 - SCHOOL CROSSING (STUD YES NO

WARRANT #5 - PROGRESSIVE MOVEMENT YES NO

WARRANT #6 - ACCIDENT EXPERIENCE YES NO

WARRANT #7 - SYSTEMS WARRANT YES NO

WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	480	120	824	108
WARRANT #2	720	60	824	108
% OF WARRANT MET			143%	135%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	1030	136	FIGURE	YES
NUMBER OF LANES	1	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	1.7	189	2600	

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	1170	189	FIGURE	YES
NUMBER OF LANES	2	1	4.6	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1	WARRANT 5	WARRANT 9	X	
WARRANT 2	WARRANT 6	WARRANT 10		
WARRANT 3	WARRANT 7	WARRANT 11		
WARRANT 4	WARRANT 8	X	TOTAL =	2

TRAFFIC SIGNAL WARRANT ANALYSIS
YEAR 1991
RIVER CUTOFF RD & US 93

WARRANT #1 - MINIMUM VEHICULAR VOLUME

70% WARRANT	REQUIRED		EXISTS	
	YES	NO	MAJOR	MINOR
8TH HIGHEST HOUR			600	150
% OF WARRANT MET				82% 23%

WARRANT #2 - INTERRUPTION OF CONTINOUS TRAFFIC

70% WARRANT	REQUIRED		EXISTS	
	YES	NO	MAJOR	MINOR
8TH HIGHEST HOUR			900	75
% OF WARRANT MET				54% 47%

WARRANT #3 - MINIMUM PEDESTRIAN TRAFFIC

50% WARRANT	REQUIRED		EXISTS	
	YES	NO	PEDS	GAPS
FOUR HOURS			50	60
PEAK HOUR			95	60
% OF WARRANT MET				2% 86%

WARRANT #4 - SCHOOL CROSSING [STUD] YES NO

WARRANT #5 - PROGRESSIVE MOVEMENT YES NO

WARRANT #6 - ACCIDENT EXPERIENCE YES NO

WARRANT #7 - SYSTEMS WARRANT YES NO

WARRANT #8 - COMBINATION OF WARRANTS				
80 % OF WARRANTS #1 & #2	REQUIRED		EXISTS	
	MAJOR	MINOR	MAJOR	MINOR
WARRANT #1	480	120	490	35
WARRANT #2	720	60	490	35
% OF WARRANT MET			85%	44%

WARRANT #9 - FOUR HOUR VOLUMES				
	MAJOR	MINOR	CURVE NO.	WARRAN
4TH HIGHEST HOUR	612	90	FIGURE	YES
NUMBER OF LANES	2	1	4.8	NO

WARRANT #10 - PEAK HOUR DELAY				
PEAK HOUR:	MINOR LEG		TOTAL ENTERING	
	DELAY	VOLUME	4 LEGS	3 LEGS
REQUIRED VALUES	4	100	800	650
EXISTING VALUES	0.2	102		740

WARRANT #11 - PEAK HOUR VOLUME				
	MAJOR	MINOR	CURVE NO.	WARRAN
PEAK HOUR	690	102	FIGURE	YES
NUMBER OF LANES	2	1	4.6	NO

SUMMARY OF WARRANTS SATISFIED				
WARRANT 1		WARRANT 5		WARRANT 9
WARRANT 2		WARRANT 6		WARRANT 10
WARRANT 3		WARRANT 7		WARRANT 11
WARRANT 4		WARRANT 8	TOTAL =	0

SECTION 6.

IMPROVEMENTS COST ESTIMATES

SEVENTH & RIVER STREETS

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	6	Ea	\$100.00	\$600.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	DELINEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	1	LS	\$50.00	\$50.00
10	APPROACH WORK	0	LS	\$0.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$650.00

THIRD & MADISON STREETS

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	4	Ea	\$100.00	\$400.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	1	Ea	\$40.00	\$40.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	8	Gal	\$30.00	\$240.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	DELINEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	1	LS	\$50.00	\$50.00
10	RELOCATE LIGHT POLE	1	LS	\$200.00	\$200.00

TOTAL CONSTRUCTION COSTS = \$930.00

SEVENTH & MADISON

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	7	Ea	\$100.00	\$700.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	DELINEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	0	LS	\$50.00	\$0.00
10	RELOCATE LIGHT POLE	0	LS	\$200.00	\$0.00

FIFTH & MADISON

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	4	Ea	\$100.00	\$400.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	8	Gal	\$30.00	\$240.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	DELINEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	0	LS	\$50.00	\$0.00
10	RELOCATE LIGHT POLE	0	LS	\$200.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$640.00

RIVERSIDE CUTOFF - US 93

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	4	Ea	\$140.00	\$560.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	4	Ea	\$40.00	\$160.00
5	REMOVE SIGNS	2	Ea	\$20.00	\$40.00
6	PAVE. MARKINGS (PAINT)	10	Gal	\$30.00	\$300.00
7	PAVE. MARKING PLASTIC	200	SF	\$6.00	\$1,200.00
8	DELINEATORS, FLEXIBLE	2	Ea	\$20.00	\$40.00
9	RECONSTRUCTION	1	LS	\$15,000.00	\$15,000.00
10	MISCELLANEOUS	1	LS	\$500.00	\$500.00

TOTAL CONSTRUCTION COSTS = \$17,800.00

MAIN STREET, 1ST TO 4TH

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	26	Ea	\$100.00	\$2,600.00
2	NEW SIGNS (6.1 TO 10 SF)	2	Ea	\$140.00	\$280.00
3	NEW SUPPLEMENTARY SIGNS	2	Ea	\$50.00	\$100.00
4	RELOCATE SIGNS	6	Ea	\$40.00	\$240.00
5	REMOVE SIGNS	31	Ea	\$20.00	\$620.00
6	PAVE. MARKINGS (PAINT)	40	Gal	\$30.00	\$1,200.00
7	PAVE. MARKING PLASTIC	2600	SF	\$6.00	\$15,600.00
8	DELINEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRAFFIC SIGNAL COMPLETE	2	LS	\$70,000.00	\$140,000.00
10	MISCELLANEOUS	1	LS	\$4,000.00	\$4,000.00

TOTAL CONSTRUCTION COSTS = \$164,640.00

STATE STREET, 1ST TO 9TH

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	36	Ea	\$100.00	\$3,600.00
2	NEW SIGNS (6.1 TO 10 SF)	11	Ea	\$140.00	\$1,540.00
3	NEW SUPPLEMENTARY SIGNS	4	Ea	\$50.00	\$200.00
4	RELOCATE SIGNS	16	Ea	\$40.00	\$640.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	65	Gal	\$30.00	\$1,950.00
7	PAVE. MARKING PLASTIC	2100	SF	\$6.00	\$12,600.00
8	DELINATEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRAFFIC SIGNAL COMPLETE	0	LS	\$70,000.00	\$0.00
10	MISCELLANEOUS	1	LS	\$2,000.00	\$2,000.00

TOTAL CONSTRUCTION COSTS = \$22,530.00

THIRD STREET, PINE TO NEW YORK

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	28	Ea	\$100.00	\$2,800.00
2	NEW SIGNS (6.1 TO 10 SF)	2	Ea	\$140.00	\$280.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	2	Ea	\$20.00	\$40.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	DELINATEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	1	LS	\$150.00	\$150.00
10	MISCELLANEOUS	0	LS	\$2,000.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$3,270.00

SECOND STREET, GROVE TO RIVER

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	72	Ea	\$100.00	\$7,200.00
2	NEW SIGNS (6.1 TO 10 SF)	9	Ea	\$140.00	\$1,260.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	12	Ea	\$40.00	\$480.00
5	REMOVE SIGNS	30	Ea	\$20.00	\$600.00
6	PAVE. MARKINGS (PAINT)	90	Gal	\$30.00	\$2,700.00
7	PAVE. MARKING PLASTIC	1200	SF	\$6.00	\$7,200.00
8	DELINATEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	1	LS	\$100.00	\$100.00
10	RECONSTRUCT CROSS DRAINS	1	LS	\$5,000.00	\$5,000.00

TOTAL CONSTRUCTION COSTS = \$24,540.00

FIRST STREET (US 93) CORRIDOR

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	18	Ea	\$140.00	\$2,520.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	16	Ea	\$20.00	\$320.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	1200	SF	\$6.00	\$7,200.00
8	NEW SIDEWALK SECTIONS	12	SY	\$20.00	\$240.00
9	OPTICOM SYSTEMS	3	EA	\$5,000.00	\$15,000.00
10	MISCELLANEOUS	1	LS	\$5,000.00	\$5,000.00

TOTAL CONSTRUCTION COSTS = \$30,280.00

PINCKNEY CORRIDOR

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	6	Ea	\$40.00	\$240.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	24	Gal	\$30.00	\$720.00
7	PAVE. MARKING PLASTIC	1300	SF	\$6.00	\$7,800.00
8	DELINATEATORS, FLEXIBLE	0	Ea	\$20.00	\$0.00
9	TRIM TREES	0	LS	\$50.00	\$0.00
10	APPROACH WORK	0	LS	\$0.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$8,760.00

CITIZENS BANK

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	2	Ea	\$140.00	\$280.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	6	Ea	\$40.00	\$240.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	24	Gal	\$30.00	\$720.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	NEW SIDEWALK	90	SY	\$20.00	\$1,800.00
9	REMOVE CURB	1	LS	\$3,000.00	\$3,000.00
10	NEW CURB AND LANDSCAPE	1	LS	\$7,000.00	\$7,000.00

TOTAL CONSTRUCTION COSTS = \$13,040.00

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	7	Ea	\$140.00	\$980.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	6	Ea	\$20.00	\$120.00
6	PAVE. MARKINGS (PAINT)	24	Gal	\$30.00	\$720.00
7	PAVE. MARKING PLASTIC	100	SF	\$6.00	\$600.00
8	NEW SIDEWALK	80	SY	\$20.00	\$1,600.00
9	REMOVE CURB	1	LS	\$900.00	\$900.00
10	NEW CURB AND ISLAND	1	LS	\$3,500.00	\$3,500.00

TOTAL CONSTRUCTION COSTS = \$8,420.00

HAMILTON HIGH

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	8	Ea	\$140.00	\$1,120.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	20	Gal	\$30.00	\$600.00
7	PAVE. MARKING PLASTIC	500	SF	\$6.00	\$3,000.00
8	PIN DOWN CURB	100	LF	\$8.00	\$800.00
9	FENCE & GATES	1	LS	\$1,000.00	\$1,000.00
10	NEW CURB AND ISLAND	0	LS	\$3,500.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$6,520.00

DALY ELEMENTARY SCHOOL

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	6	Ea	\$100.00	\$600.00
2	NEW SIGNS (6.1 TO 10 SF)	10	Ea	\$140.00	\$1,400.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	10	Gal	\$30.00	\$300.00
7	PAVE. MARKING PLASTIC	250	SF	\$6.00	\$1,500.00
8	SITE WORK & PAVING	1	LS	\$10,000.00	\$10,000.00
9	NEW CURBS & ISLANDS	1	LS	\$4,800.00	\$4,800.00
10	NEW SIDEWALK	1	LS	\$3,500.00	\$3,500.00

TOTAL CONSTRUCTION COSTS = \$22,100.00

WESTVIEW JUNIOR HIGH

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	4	Ea	\$100.00	\$400.00
2	NEW SIGNS (6.1 TO 10 SF)	4	Ea	\$140.00	\$560.00
3	NEW SUPPLEMENTARY SIGNS	4	Ea	\$50.00	\$200.00
4	RELOCATE SIGNS	5	Ea	\$40.00	\$200.00
5	REMOVE SIGNS	3	Ea	\$20.00	\$60.00
6	PAVE. MARKINGS (PAINT)	10	Gal	\$30.00	\$300.00
7	PAVE. MARKING PLASTIC	50	SF	\$6.00	\$300.00
8	REMOVE CURB & GUTTER	1	LS	\$500.00	\$500.00
9	NEW CURBS & ISLANDS	1	LS	\$4,800.00	\$4,800.00
10	NEW SIDEWALK	220	SY	\$20.00	\$4,400.00

TOTAL CONSTRUCTION COSTS = \$11,720.00

ASSEMBLY OF GOD SCHOOL

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	4	Ea	\$140.00	\$560.00
3	NEW SUPPLEMENTARY SIGNS	4	Ea	\$50.00	\$200.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	100	SF	\$6.00	\$600.00
8	REMOVE CURB & GUTTER	0	LS	\$500.00	\$0.00
9	NEW CURBS & ISLANDS	0	LS	\$4,800.00	\$0.00
10	NEW SIDEWALK	0	SY	\$20.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$1,360.00

REPLACE STREET NAME SIGNS

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	360	Ea	\$100.00	\$36,000.00
2	NEW SIGNS (6.1 TO 10 SF)	0	Ea	\$140.00	\$0.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	REMOVE CURB & GUTTER	0	LS	\$500.00	\$0.00
9	NEW CURBS & ISLANDS	0	LS	\$4,800.00	\$0.00
10	NEW SIDEWALK	0	SY	\$20.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$36,000.00

REPLACE OLD STOP SIGNS

IMPROVEMENT COST ESTIMATE

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL COST
1	NEW SIGNS (<6 SF)	0	Ea	\$100.00	\$0.00
2	NEW SIGNS (6.1 TO 10 SF)	40	Ea	\$140.00	\$5,600.00
3	NEW SUPPLEMENTARY SIGNS	0	Ea	\$50.00	\$0.00
4	RELOCATE SIGNS	0	Ea	\$40.00	\$0.00
5	REMOVE SIGNS	0	Ea	\$20.00	\$0.00
6	PAVE. MARKINGS (PAINT)	0	Gal	\$30.00	\$0.00
7	PAVE. MARKING PLASTIC	0	SF	\$6.00	\$0.00
8	REMOVE CURB & GUTTER	0	LS	\$500.00	\$0.00
9	NEW CURBS & ISLANDS	0	LS	\$4,800.00	\$0.00
10	NEW SIDEWALK	0	SY	\$20.00	\$0.00

TOTAL CONSTRUCTION COSTS = \$5,600.00

SECTION 7.

ACCIDENT REDUCTION ESTIMATES

|SEVENTH & RIVER

ACCIDENT REDUCTION ESTIMATE

ACCIDENT TYPE	# ACC. IN PERIOD			CHANGE IN # ACC.	
	I/F	PD	EST. %	I/F	PD
HEAD ON	0	0	0%	0.0	0.0
ANGLE	1	4	60%	0.6	2.4
LEFT TURN	0	0	0%	0.0	0.0
SIDE SWIPE	0	0	0%	0.0	0.0
REAR END	0	0	0%	0.0	0.0
SINGLE VEHICLE	0	0	0%	0.0	0.0
PEDESTRIAN	0	0	0%	0.0	0.0
OTHER	0	0	0%	0.0	0.0
TOTALS :	1	4	***	0.6	2.4

|% REDUCTION IN INJURY/FATAL ACCIDENTS = 60.0%

|% REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 60.0%

|THIRD & MADISON

ACCIDENT REDUCTION ESTIMATE

ACCIDENT TYPE	# ACC. IN PERIOD			CHANGE IN # ACC.	
	I/F	PD	EST. %	I/F	PD
HEAD ON	0	0	0%	0.0	0.0
ANGLE	2	4	30%	0.6	1.2
LEFT TURN	0	0	0%	0.0	0.0
SIDE SWIPE	1	0	0%	0.0	0.0
REAR END	0	0	0%	0.0	0.0
SINGLE VEHICLE	0	0	0%	0.0	0.0
PEDESTRIAN	0	0	0%	0.0	0.0
OTHER	0	0	0%	0.0	0.0
TOTALS :	3	4	***	0.6	1.2

|% REDUCTION IN INJURY/FATAL ACCIDENTS = 20.0%

|% REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 30.0%

+-----+
| SEVENTH & MADISON |
+-----+

ACCIDENT REDUCTION ESTIMATE

+-----+
| ACCIDENT TYPE |
+-----+# ACC. IN PERIOD
I/F

CHANGE

+-----+PD |
+-----+HEAD ON
ANGLE
LEFT TURN
SIDE SWIPE
REAR END
SINGLE VEHICLE
PEDESTRIAN
OTHER

0 0 0% 0.0 0.0

1 2 60% 0.6 1.2

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

0 1 60% 0.0 0.6

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

TOTALS : 1 3 *** 0.6 1.8

+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 60.0% |

| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 60.0% |

+-----+
| FIFTH & MADISON |
+-----+

ACCIDENT REDUCTION ESTIMATE

+-----+
| ACCIDENT TYPE |
+-----+# ACC. IN PERIOD
I/F

CHANGE

+-----+PD |
+-----+HEAD ON
ANGLE
LEFT TURN
SIDE SWIPE
REAR END
SINGLE VEHICLE
PEDESTRIAN
OTHER

0 0 0% 0.0 0.0

2 1 60% 1.2 0.6

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

0 0 0% 0.0 0.0

TOTALS : 2 1 *** 1.2 0.6

+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 60.0% |

| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 60.0% |

♦-----♦
 | US 93 - RIVERSIDE CUTOFF ACCIDENT REDUCTION ESTIMATE |
 ♦-----♦

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.		
	I/F	PD	EST. %	I/F	PD
HEAD ON	0	0	0%	0.0	0.0
ANGLE	5	1	60%	3.0	0.6
LEFT TURN	0	0	0%	0.0	0.0
SIDE SWIPE	0	1	60%	0.0	0.6
REAR END	0	1	0%	0.0	0.0
SINGLE VEHICLE	0	0	0%	0.0	0.0
PEDESTRIAN	0	0	0%	0.0	0.0
OTHER	0	3	0%	0.0	0.0
TOTALS :	5	6	***	3.0	1.2

♦-----♦
 | % REDUCTION IN INJURY/FATAL ACCIDENTS = 60.0% |
 | % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 20.0% |
 ♦-----♦

♦-----♦
 | MAIN STREET CORRIDOR ACCIDENT REDUCTION ESTIMATE |
 ♦-----♦

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.		
	I/F	PD	EST. %	I/F	PD
HEAD ON	0	0	0%	0.0	0.0
ANGLE	0	1	60%	0.0	0.6
LEFT TURN	0	0	0%	0.0	0.0
SIDE SWIPE	0	1	60%	0.0	0.6
REAR END	1	3	20%	0.2	0.6
SINGLE VEHICLE	0	1	0%	0.0	0.0
PEDESTRIAN	0	0	0%	0.0	0.0
OTHER	3	26	50%	1.5	13.0
TOTALS :	4	32	***	1.7	14.8

♦-----♦
 | % REDUCTION IN INJURY/FATAL ACCIDENTS = 42.5% |
 | % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 46.3% |
 ♦-----♦

Reb
60%

-----+-----+
| STATE STREET CORRIDOR ACCIDENT REDUCTION ESTIMATE |
-----+-----+

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.			
	I/F	PD	EST. %	CHANGE	I/F	PD
HEAD ON	0	0	0%	0.0	0.0	
ANGLE	2	12	60%	1.2	7.2	
LEFT TURN	0	2	40%	0.0	0.8	
SIDE SWIPE	0	2	20%	0.0	0.4	
REAR END	0	4	20%	0.0	0.8	
SINGLE VEHICLE	0	2	0%	0.0	0.0	
PEDESTRIAN	1	0	50%	0.5	0.0	
OTHER	1	6	80%	0.8	4.8	
TOTALS :	4	28	***	2.5	14.0	

-----+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 62.5% |
| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 50.0% |
-----+-----+

-----+-----+
| THIRD STREET CORRIDOR ACCIDENT REDUCTION ESTIMATE |
-----+-----+

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.			
	I/F	PD	EST. %	CHANGE	I/F	PD
HEAD ON	0	0	0%	0.0	0.0	
ANGLE	5	7	40%	2.0	2.8	
LEFT TURN	0	0	0%	0.0	0.0	
SIDE SWIPE	0	0	0%	0.0	0.0	
REAR END	0	0	0%	0.0	0.0	
SINGLE VEHICLE	1	0	0%	0.0	0.0	
PEDESTRIAN	0	0	0%	0.0	0.0	
OTHER	0	0	0%	0.0	0.0	
TOTALS :	6	7	***	2.0	2.8	

-----+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 33.3% |
| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 40.0% |
-----+-----+

+-----+
| SECOND STREET CORRIDOR ACCIDENT REDUCTION ESTIMATE |
+-----+

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.		ACCIDENT TYPE	# ACC. IN PERIOD	
	I/F	PD	EST. %	CHANGE		I/F	PD
HEAD ON	0	0	0%	0.0	0.0		
ANGLE	5	11	30%	1.5	3.3		
LEFT TURN	0	0	0%	0.0	0.0		
SIDE SWIPE	0	0	0%	0.0	0.0		
REAR END	0	1	10%	0.0	0.1		
SINGLE VEHICLE	0	0	0%	0.0	0.0		
PEDESTRIAN	1	0	50%	0.5	0.0		
OTHER	2	29	60%	1.2	17.4		
TOTALS :	8	41	***	3.2	20.8		

+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 40.0% |

+-----+
| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 50.7% |

+-----+
| US 93 CORRIDOR ACCIDENT REDUCTION ESTIMATE |
+-----+

ACCIDENT TYPE	# ACC. IN PERIOD		CHANGE IN # ACC.		ACCIDENT TYPE	# ACC. IN PERIOD	
	I/F	PD	EST. %	CHANGE		I/F	PD
HEAD ON	0	0	0%	0.0	0.0		
ANGLE	10	23	10%	1.0	2.3		
LEFT TURN	7	17	60%	4.2	10.2		
SIDE SWIPE	1	7	5%	0.1	0.4		
REAR END	8	31	0%	0.0	0.0		
SINGLE VEHICLE	3	8	0%	0.0	0.0		
PEDESTRIAN	6	1	40%	2.4	0.4		
OTHER	1	7	10%	0.1	0.7		
TOTALS :	36	94	***	7.8	14.0		

+-----+
| % REDUCTION IN INJURY/FATAL ACCIDENTS = 21.5% |

+-----+
| % REDUCTION IN PROPERTY DAMAGE ACCIDENTS = 14.8% |

PINCKNEY CORRIDOR ACCIDENT REDUCTION ESTIMATE

ACCIDENT TYPE	# ACC. IN PERIOD			CHANGE IN # ACC.		
	I/F	PD	EST. % CHANGE	I/F	PD	
HEAD ON	0	0	0%	0.0	0.0	
ANGLE	1	1	100%	0.0	0.0	
LEFT TURN	0	0	0%	0.0	0.0	
SIDE SWIPE	0	2	15%	0.0	0.3	
REAR END	0	3	30%	0.0	0.9	
SINGLE VEHICLE	0	2	5%	0.0	0.1	
PEDESTRIAN	0	0	0%	0.0	0.0	
OTHER	0	9	40%	0.0	3.6	
TOTALS :	1	17	***	0.0	4.9	

1% REDUCTION IN INJURY/FATAL ACCIDENTS = 10.0%

% REDUCTION IN PROPERTY DAMAGE ACCIDENTS =

